

No. 1810 Survey held at Sunderland Date October 1840
on the *Royal Oak* Master *J. Patterson J. Robson*
Tonnage *old 295* Built at *Sunderland* When built *1840*
By whom built *H. Carr & Co* Owners *Carr & Co T. Brown*
Port belonging to *Sunderland* Destined Voyage *London*
If Surveyed Afloat or in Dry Dock *Building*

Length aloft 88 0 Feet. Inches. Extreme Breadth 25 9 Feet. Inches. Depth of Hold 16 6 Feet. Inches.

Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space.....	each 11	Moulded 12	9
Floors.....	sided 11 13		
1 st Foothooks.....	" 10 12	" 8	
2 nd Ditto.....	" 9 11	" 7 3/4	
3 rd Ditto.....	" 8	" 7 1/4	
Top Timbers.....	" 8	" 5	
Deck BeamsN ^o . of 20.....	" 8 1/2	" 8 1/2	5
Hold BeamsN ^o . of 12.....	" 11	" 11	8
Keel.....	" 11	" 9	
Kelsons.....	" 13	" 28	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	4
Bilge Planks.....	4	Bilge Planks.....	4
Bilge to Wales.....	3 1/2	Ceiling in Flat.....	2 1/2
Wales.....	4	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	2 1/2	Hold Beam Clamps.....	4
Sheer Strakes.....	3	Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2
Water-Ways.....	4	Hold Beam Shelves.....	12 1/4
Upper Deck.....	3	Deck Beam Ditto.....	"

Copper.

Heel-Knee, and Dead Wood abaft.....	1 1/8
Scarp of Keel.....	3/4
Floor Timber Bolts.....	1
Kelson ditto.....	1 1/8
Transoms and throats of Hooks.....	1
Arms of Hooks.....	7/8

Size of Bolts in Fastenings.

Copper.	Inches.
Bolts thro' the Bilge and Foot Waling.....	3/4
Butt End Bolts.....	5/8
Lower Pintle of the Rudder.....	3

Iron.

Iron.	Inches.
Hold Beam.....	7/8
Deck Beam.....	3/4
same in Iron above the Copper.....	}

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English Oak. the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and Foreign Oak. and are free from all defects.

The Floors and first Foothooks are composed of Stettin Oak Timber.

The other Foothooks and Top Timbers of English and Stettin Oak.

The Shifts of the first and second Foothooks are not less than 3/9. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Sufficient.

The Frame is fairly squared from the first Foothook Heads upwards, and Supply in part free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are not bolted together. Every 7th N. B. If not, state how bolted. to 2 Heads.

The Butts of the Timbers are gully close together; their thickness not less than 1/5 of the entire moulding at that place.

The Frame is chocked with no Butt at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than 7 feet inches.

The Deck and Hold Beams are composed of Stettin and English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of French & Amer^{ca} Elm.

From the first Foothook Heads to the Light Water Mark of French & Amer^{ca} Elm.

From the Light Water Mark to the Wales of Memel Oak a few English Oak at ends.

The Wales and Black-strakes are of Memel Oak. The Topsides of English Oak.

The Sheer-strakes and Plank-sheers of Stettin Oak. The Water-ways of Stettin Oak.

The Decks of Yellow Pine. State of

The Shifts of the Planking are not less than 4 1/2 Feet = Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought Two & Three between

Planking Inside.—The Limber-strakes are composed of Amer^{ca} Oak. the Bilge Planks of Amer^{ca} Oak.

The Ceiling, Lower Hold, of Memel & Amer^{ca} Oak. Between Decks of English Oak.

Shelf Pieces of Stettin Oak. Clamps of Amer^{ca} Oak.

Fastenings.—To Hold Beams Iron Binder round one Timber, Shelf on top + 10 Pair Iron Hanging Nails.

Deck Beams One Wood Lodging Nail and one Iron Lug hanging Nails.

Number of Breasthooks Five Pointers one pair. one pair Crutches also 1 Wood & 1 Iron Transom Nails each side 3

Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling M bolted through and clenched.

General Quality of Workmanship fair

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name

Thos. J. Simey

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 3/16	3	Bower, 12 1/2 : 12 1/4 : 11 1/2
1	Fore Top Sails,	75	Hempen Stream Cable	8 1/2	1	Stream, 4 1/4
2	Fore Topmast Stay Sails,	60	Hawser	13/16	1	Kedge, 1 3/4
1	Main Sails,	80	Towlines	5 1/2		
2	Main Top Sails,	80	Warp	5		
and <u>sufft others</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging is hemp sufficient in size and good in quality.

She has one Long Boat and Stuff

The present state of the Windlass is good Capstan Which and Rudder d Pieces sufft
Syracks Patent

General Remarks—Statement and Date of Repairs.

Floors, 1st, 2^d, & 3^d Footboards are of Stettin oak. Upper top timbers mostly of English oak, part of latter are wavy & sappy. former gently well squared and clear of sap. Frame is good in quality and of sufficient scantling and is fairly wrought. Stepper & shifted. Transoms fairly squared, transverse timbers, knee &c are well squared, a few chocks sappy & grain cut

Beams & knees are good in quality & scantling a few English Deck Beams & knees are wavy & sappy

Planking inside & out is mostly cut from logs part during Building, gently of fair quality. tolerably well wrought & shifted. Planks are of Eng. French & Foreign oak

Upper & Lower Deck Beams, knees, Hooks &c appear all sufficiently secured

Commenced Building in May Launched in September
Surveyed as follows On $\frac{29}{4}$ $\frac{5}{8}$ $\frac{13}{8}$ $\frac{24}{8}$ $\frac{24}{9}$

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed Y A 1

The Amount of the Fee.....£ 3 : - : - is received by me, Thos. B. Sney
Special£ : : 30/7/41

Committee's Minute 3rd August 1841

Character assigned A 1 for Y Class

[Signature]



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