

No. 2444 Survey held at Sunderland Date November 1843  
on the Ship "Scindian" Master J. Terry  
Tonnage 535 Built at Sunderland When built 1843  
By whom built Austin and Mills Owners John Allan  
Port belonging to London Destined Voyage India  
If Surveyed Afloat or in Dry Dock During Build

Length aloft	118 <sup>3</sup> / <sub>4</sub> Feet. 127 <sup>0</sup> / <sub>12</sub> Inches	Extreme Breadth	30 Feet. 6 Inches	Depth of Hold	20 Feet. 6 Inches
<b>Scantlings of Timber.</b>					
Timber and Space	each 15 <sup>1</sup> / <sub>4</sub> Inches	Moulded	17 <sup>11</sup> / <sub>2</sub> Inches	<b>Thickness of Plank.</b>	
Floors	sided 14			<b>Outside.</b>	<b>Inside.</b>
1 <sup>st</sup> Foothooks	" 11 <sup>1</sup> / <sub>2</sub> "	" 10 <sup>1</sup> / <sub>2</sub> "		Keel to Bilge	Foot Waling
2 <sup>nd</sup> Ditto	" 10 <sup>1</sup> / <sub>2</sub> "	" 9 <sup>1</sup> / <sub>2</sub> "		Bilge Planks	Bilge Planks
3 <sup>rd</sup> Ditto	" 10 "	" 8 <sup>1</sup> / <sub>2</sub> "		Bilge to Wales	Ceiling in Flat
Top Timbers	" 9 "	" 5 <sup>1</sup> / <sub>2</sub> "		Wales	Ditto Bilge to Clamp
Deck Beams	N <sup>o</sup> . of 23 - 22 <sup>1</sup> / <sub>4</sub> to 2 <sup>1</sup> / <sub>2</sub>	" 10 <sup>1</sup> / <sub>2</sub> "	6 <sup>1</sup> / <sub>2</sub> "	Topsides	Hold Beam Clamps
Hold Beams	N <sup>o</sup> . of 19 - 22 <sup>1</sup> / <sub>4</sub> to 2 <sup>1</sup> / <sub>2</sub>	" 13 <sup>1</sup> / <sub>2</sub> "	10 "	Sheer Strakes	Deck Beam Ditto
Keel	" 13 <sup>1</sup> / <sub>4</sub> "	" 10 <sup>1</sup> / <sub>2</sub> "		Plank Sheers	Ceiling 'twixt Decks
Kelsons	" 13 "	" 15 <sup>1</sup> / <sub>2</sub> "		Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto
<b>Size of Bolts in Fastenings.</b>					
<b>Copper.</b>			<b>Copper.</b>	<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	1 <sup>1</sup> / <sub>2</sub> Inches		Bolts thro' the Bilge and Foot Waling	Hold Beam	
Scarphs of Keel	N <sup>o</sup> . 1 <sup>1</sup> / <sub>4</sub> "		Butt End Bolts	Deck Beam	
Floor Timber Bolts	1 <sup>1</sup> / <sub>4</sub> "		Lower Pintle of the Rudder	same in Iron above the Copper	
Kelson ditto	1 <sup>1</sup> / <sub>4</sub> "				
Transoms and throats of Hooks	1 <sup>1</sup> / <sub>2</sub> "				
Arms of Hooks	1 <sup>1</sup> / <sub>2</sub> "				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 2 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of Ap<sup>o</sup> and Eng. Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of African & Eng. Oak and are apply free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.  
The other Foothooks and Top Timbers of English Oak.

The Shifts of the first and second Foothooks are not less than 1 1/2 th N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are very good.  
The Frame is very well squared from the first Foothook Heads upwards, and nearly free from sap, and from thence downwards, the frame is very well squared throughout.

The alternate Frames are all bolted together. to top height N. B. If not, state how bolted.  
The Butts of the Timbers are all close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is properly choocked with a Butt at each end of the chock.

The Main Kelson is composed of Ap<sup>o</sup> & Eng. Oak and the False Kelson of do.

The Scarphs of the Kelsons are not less than 7 feet 0 inches. dowell'd.

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

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Amer. Elm.

From the first Foothook Heads to the Light Water Mark of Foreign Oak.

From the Light Water Mark to the Wales of Seak Ap<sup>o</sup> and Eng. Oak.

The Wales and Black-strakes are of Mountain Seak & Eng. Oak. The Topsides of English Oak.

The Sheer-strakes and Plank-sheers of do do The Water-ways of Seak.

The Decks of Yellow Pine. State of do.

The Shifts of the Planking are not less than 5.6 Feet 0 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 three between

**Planking Inside.**—The Limber-strakes are composed of African Oak the Bilge Planks of Eng. & Ap<sup>o</sup> Oak.

The Ceiling, Lower Hold, of Eng. & Ap<sup>o</sup> Oak & Seak. Between Decks of English Oak.

Shelf Pieces of Ap<sup>o</sup> Oak & Seak. Clamps of Eng. Oak & Seak.

**Fastenings.**—To Hold Beams Shun Staple Lodging Pices fitted on dovetail pices, Shaff on top, dowell'd also.

Deck Beams Shun Staple Lodging Pices fitted on dovetail pices. Many dowell'd in transoms, bolts.

Number of Breasthooks Six. Pointers one pair. Iron Hooks one. Crutches also. Staple Hand<sup>o</sup> & 2 Transoms each side.

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

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship very good throughout.

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

Builder's Name Austin & Mills

Surveyor's Name John Brunton

11 ft. 6 in. and 8 ft. 6 in. each side  
13 ft. 6 in. of iron stanchion from stanchion to stanchion

56927-0122



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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	300	Chain .....	1 1/2	3	Bower, 26 : 25 : 24.
2	Fore Top Sails,	100	Hempen Stream Cable .....	7	1	Stream, 8 <sup>c</sup>
2	Fore Topmast Stay Sails,	80	Hawser 1 in. 8. 8 ofms 20.	3/4	2	Kedges 5 & 2.
2	Main Sails,	100	Towlines .....	5 1/2		
2	Main Top Sails,	100	Warp .....	4 1/2		
and well found in others			All of <u>good</u> quality.			

Her Standing and Running Rigging is of hemp, well fit, sufficient in size and good in quality.

She has One Long Boat and three other Boats.

The present state of the Windlass is up Capstan Winch and Rudder all good and sufficient  
in the purchase

**General Remarks—Statement and Date of Repairs.**

The materials of which this vessel is built; both Timber  
plank &c are of the very best description, sound in quality, well assorted  
very well wrought and sheathed throughout.

The fastenings and general workmanship of the highest order  
and without exception I consider this vessel to be one of the best specimens  
of Naval Architecture (without reference to finish) that can be produced  
to meet the rules laid down to obtain the highest Class in Lloyd's  
Register Book

Commenced building in January, launched Nov. 1843 was  
surveyed at the following dates 7: 7: 28: 8: and Sunday 8th  
April specially during the building -

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 12 A.1.

The Amount of the Fee.....£ 5 : - : - is received by me, W

Wm Brunton

Special .....£15: - : -

Committee's Minute \_\_\_\_\_ 184 \_\_\_\_\_

Character assigned See London No 10,298



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Foundation