

No. 389 Survey held at Sunderland Date Recd 3/5/49
on the Bk Regina Master John Deans
Tonnage 343 Built at Sunderland When built 1849
By whom built J. Robinson Owners A. Denton
Port belonging to Sunderland Destined Voyage America
If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 102	Inches.	Extreme Breadth	Feet. 27	Inches. 6	Depth of Hold	Feet. 17	Inches. 6
Scantlings of Timber.				Thickness of Plank.				
Room and Space	Inches. 14			Outside.		Inside.		
Floors.....sided	12	Moulded	12	10	Keel to Bilge	Inches. 3	Limber Strakes	Inches. 3 1/2
1 st Foothooks.....	10.11	"	9		Bilge Planks	4	Bilge Planks	4
2 nd Ditto.....	9.10	"	8		Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2
3 rd Ditto.....	8.9	"	7 3/4		Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	8	"	5		Topsides	2 1/2	Hold Beam Clamps	4
Deck Beams N ^o 21	Average Space } 4 1/2	"	9	5 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	3
Hold Beams N ^o 14	Average Space } 4 1/2	"	12	9	Plank Sheers	3	Ceiling 'twixt Decks	2
Keel	11	"	2		Water-Ways	3	Hold Beam Shelves	-
Kelsons	12	"	26		Upper Deck	3	Deck Beam Ditto	-

Size of Bolts in Fastenings, distinguishing whether				Iron.			
Copper or Iron Metal		Inches.	Copper or Iron Metal		Inches.	Iron.	
Heel-Knee, and Dead Wood abaft	1 1/2		Bolts thro' the Bilge and Limber Strakes	3/4		Hold Beam	7/8
Scarp of Keel.....N ^o 8	3/4		Butt End Bolts	1 1/2		Deck Beam	1 1/4
Floor Timber Bolts	1		Lower Pintle of the Rudder	3			
Kelson ditto	1 1/2						
Transoms and throats of Hooks	1 1/2						
Arms of Hooks	1 1/4						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 3/4 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak Mahogany and are fully free from all defects. The Floors and first Foothooks are composed of Stinking Spruce Eng Oak Timber. The other Foothooks and Top Timbers of Eng Oak. The Shifts of the first and second Foothooks are not less than 1 1/2 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 fully squared from the first Foothook Heads upwards, and completely free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. to 2 N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1 1/4 of the entire moulding at that place. The Frame is not choiced with no Butt at each end of the choick. The Main Kelson is composed of Eng Oak and the False Kelson of Eng Oak. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of Mahogany and Eng Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Eng Oak. From the first Foothook Heads to the Light Water Mark of Eng Oak. From the Light Water Mark to the Wales of Eng Oak. The Wales and Black-strakes are of Mahogany Spant Eng Oak. The Topsides of Mahogany. The Sheer-strakes and Plank-sheers of Mahogany Spant Eng Oak. The Water-ways of Mahogany. The Decks of Eng Oak State of good. The Shifts of the Planking are not less than 4 1/2 Feet 5 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 2 1/2 ply 3 strakes between

Planking Inside.—The Limber-strakes are composed of Eng Oak the Bilge Planks of Eng Oak. The Ceiling, Lower Hold, of Eng Oak Mahogany Between Decks of Eng Oak and Mahogany. Shelf Pieces of Eng Oak Clamps of Eng Oak.

Fastenings.—To Hold Beams Iron Maple Lodging Nuts; 7 in. hanging Nuts and 4 in. standard. Deck Beams One Wood Lodging Nut and one Iron Lodging Nut. Number of Breasthooks 14 Pointers 2 Crutches 2 Transom Nuts. Butts End Bolts are of Eng Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes is bolted through and clenched. Treenails of Eng Oak. General Quality of Workmanship Good.

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

Builder's Signature

Surveyor's Signature

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 .		
1	Fore Sails,	200	Chain	1 1/4	3	Bower,	15 1/2. 15. 11 1/4
1	Fore Top Sails,	75	Hempen Stream Cable	8 1/2	1	Stream,	4 c
2	Fore Topmast Stay Sails,	60	Hawser	13/16	1	Kedge,	13 1/4
1	Main Sails,	75	Towlines	6			
2	Main Top Sails,	75	Warp	5			
and <u>usual Bottom Cloth</u>			All of <u>good</u> quality.				

Her Standing and Running Rigging Good sufficient in size and good in quality.

She has One Long Boat and 2 other Boats

The present state of the Windlass is new Capstan Winch and Rudder new Pumps new

General Remarks—Statement and Date of Repairs.

Was regularly surveyed during the Building according to Rule

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 9 A.

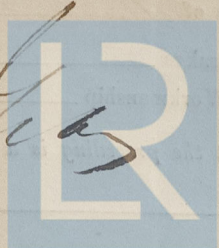
The Amount of the Fee.....£ 4 : : : is received by me,

Special£ : :

Certificate (if required)£ : 10 : :

Committee's Minute 4th May 1847

Character assigned A



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