

No. 232 Survey held at Bristol Date June 1837 232
 141 on the Brig "Caroline" Master Richard Coombs
 Tonnage 113 Built at Yarmouth When built 1825
 By whom built _____ Owners Thomas Thorn & Co
 Port belonging to Bristol Destined Voyage Newfoundland
 If Surveyed Afloat or in Dry Dock in Dry dock

Length aloft.....	Feet. <u>68</u> Inches. <u>4</u>	Extreme Breadth	Feet <u>19</u> Inches. <u>6 1/2</u>	Depth of Hold	Feet. <u>12</u> Inches. <u>9</u>
Scantlings of Timber.			Thickness of Plank.		
<u>Room</u> Timber and Space.....	inches <u>19 1/2</u>	Moulded <u>9 1/2</u>	Outside.	inches.	Inside.
Floors.....	sided <u>8 1/2</u>	<u>9 1/2</u>	Keel to Bilge	<u>2 1/2</u>	Foot Waling.....
1 st Foothooks.....	"	"	Bilge Planks	<u>3 1/2</u>	Bilge Planks
2 nd Ditto.....	"	"	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat
3 rd Ditto.....	"	"	Wales	<u>4</u>	Ditto Bilge to Clamp
Top Timbers.....	<u>Seen in the air strike</u> <u>8 1/2</u>	<u>5</u>	Topsides	<u>2</u>	Hold Beam Clamps
Deck Beams.....	<u>Numbered 5 to 6 ft apart</u> <u>8 1/2</u>	<u>9</u>	Sheer Strakes	<u>2 1/2</u>	Deck Beam Ditto.....
5 Hold Beams	<u>8 1/2</u>	<u>9 1/2</u>	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks
Keel	"	"	Water-ways	<u>3</u>	Hold Beam Shelves
Kelson.....	<u>9 1/2</u>	<u>12</u>	Upper Deck	<u>2 1/2</u>	Deck Beam ditto
<u>Not seen (Newfoundland)</u> <u>9 1/2</u>		<u>5</u>			

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	inches	Copper.	inches.	Iron.	inches.
Scarphs of Keel.....N°.		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Floor Timber Bolts.....		Butt End Bolts		Deck Beam	
Kelson ditto.....		Lower Pintle of the Rudder			
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 14 3/4 Inches. The Space between the Top-timbers is 2 to 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of generally and are free from all defects.

Her Floors and ~~first Foothooks~~ are composed of English Oak Timber.

Her other ~~Foothooks~~ and Top Timbers of do

Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____

The Frame is well squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____

The alternate Frames are _____ bolted together.

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

The Frame is _____ chocked with _____ Butt at each end of the chock.

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

The Scarphs of the Kelsons are not less than 3 feet 6 inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Oak, Elm, Birch

From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of _____

The Wales and Black-strakes are of _____

The Topsides of _____

The Sheer-strakes of _____

The Gunwales of English Oak

Water-ways of English Oak

The Shifts of the Planking are not less than 4 to 6 Feet _____ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 2 to 3 strakes between, generally

Planking Inside.—The Clamps are composed of English Oak

the Stringers of American Oak

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak (where spotted)

Fastenings.—To Hold Beams

Deck Beams Double Wood Knees with a shelf under

Number of Breasthooks 4 of Wood Pointers Pair Crutches above

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

Bilge and Footwaling Copper bolted through and clenched. 3 ft 6 apart

General Quality of Workmanship _____

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

Builder's Name _____

Surveyor's Name _____

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
<i>all in good being over 10 reported</i> 2	Fore Sails,	150	Chain	7/8	2	Bower,
2	Fore Top Sails,		Hempen Stream Cable.....		1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser	6 1/2	1	Kedge,
2	Main Sails, (<i>Bum</i>)		Towlines			All of proper weight.
2	Main Top Sails,	200	Warp <i>100 fms 100 fms 100 fms</i>			
and			All of <u>good</u> quality.			

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

She has One Boat a Long Boat and

The present state of the Windlass is good Capstan and Rudder in efficient order

General Remarks—Statement and Date of Repairs.

Repairs in Dock June 1837. The Bottom has been stripped and carefully examined; about 350 Treennails driven from the Wales down to the bilges - Copper batt bolts through and clenched. - (the original batt fastenings having been driven short). The Vessel well caulked all over, and the bottom recoppered upon paper. Three short shifts of Covering board have been shifted; when the heads of the Timbers appearing in these openings were remarkably sound and good.

She is altogether a remarkably well built substantial little vessel; is well secured and her fastenings are generally in very good condition, and as far as I have had the means of inspecting her constitution I am led to believe that "she is fit for the safe conveyance of dry and perishable cargo to and from all parts of the World."

If Sheathed, Doubled, or Felted, Coppered open paper

and Date when last done June 1837

And I am of opinion this Vessel should be Classed

* E.1

¹⁴⁹⁵ The Amount of the Fee.....£ " : 10 : 6 is received by me,

Committee Minute

August 15th 1837

Character assigned

* R.1 Asterisk

HA

R

Edward Green



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Foundation