

Length as per section 39 ..		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.	Number of Decks	
Length of Keel		134	6	IN SHE. Moulded.		24	—	14		6	One		
		135	Sided,	REQUIRED PER RULE. Sided. Moulded.		(Depth from limber-strakes to under side of lower deck beam				(Spect)			
						Outside Plank		INCHES. required					

Size of Bolts in Fastenings, distinguishing whether Copper, or Y.M. or Iron in Ship.			Inches required per Rule		
	Copper or Y.M. in Ship.	Iron in Ship.		Copper or Y.M. in Ship.	Iron in Ship.
el-Knee, & Deadw'd abaft	3	18	Transoms and throats of Hooks	1	1
Arms of Keel, N°.	4	7	Arms of Hooks	8	8
elson Bolts through Keel	8	8	Thro' Bilge & Limber Strakes	13/8	12/6
at each Floor	1	1	Thickstuff over Double Floors		12
ts thro' Heels of Timbers	3/4	13/16	Butt End Bolts	12/16	12
ainst Deadwood	4	13/16	Short Bolts in Ceiling	12/16	12
Bolts through planking from side to side			Pintles of the Rudder	2 8	2 9
Timbers and Lower Foothooks is 2 1/4 Inches.					

Frame is well squared from First Footbook Heads upwards, and freely free from sap, and from thence downwards; the head of the frame is not bolted to the Gunwale. N.B. If not, state how bolted.

Frames are all bolted together to the Gunwale.

1/2 of the foremast moulding at that place

Keelis Eng Chin The Main Keelsons 203 Greenheart and free from all defects.
Stem, and Stern Post of Eng Chin 12 ip of quality The Transoms, Knight Heads, Hawse Timbers
free from all defects

anking Outside. — From the Keel to the Height defined in Note to Table A } the Plank is Staves - 6 in
 or to the First Footbook Heads }
 the same named Height to the Light Water Mark Red Line?

Wales and Black-strakes are Greenheart

Spirketting and Plank-sheers ¹² Eng Oak ¹⁴ Teak ¹² & Greenheart

The Water-ways { Upper Deck Greenheart
Lower Deck ¹² Greenheart

Shirts of the Planking
being 3 which are offset, but are double butt bolted & compensated
or partial, and if partial, in what part of the Ship. The Planking is wrought not less than 3 between, and without step-buttocks

Planking Inside. The Limber-strakes and Bilge-strakes are Greenheart & Teak 12 14 18

and aft 15 ft., with angle iron against waterway bolted alternately. See
 P. 10. line double angle iron.

Number of Breasthooks 8 Pointers — Crutches two
Bolts in each Butt End one through and clenched.

We certify that the above is a correct description of the several particulars therein given

Builder's Signature *not obtained* Surveyor's Signature *Thomas Boydell*

Received from Charles St. 1

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Two	Fore Sails,	Chain	240	1 1/2	3 1/2	1 1/4	28 10	Bowers	3	15.1.20	16.17.30	13 1/2	15 10
Two	Fore Top Sails,	Hempen Stream Cable	90	8				Stream	1	15.1.10	16.14.114	6 0	4
Two	Fore Topmast Stay Sails,	Hawser	90	5				Kedges	2	13.1.6	14.13.114	11	13
Two	Main Sails,	Towlines	90	4									
Two	Main Top Sails,	Warp											
		All of <u>good</u> quality.											
	and	Her Standing and Running Rigging	sufficient in size and <u>good</u> in quality.										
		She has	<u>One</u> Long Boat and <u>two</u> other <u>good</u> Boats										
		The present state of the Windlass is	<u>good</u> Capstan <u>good</u> Rudder <u>good</u> Pumps <u>Two</u> <u>good</u>										

Order for Special Survey,

No. 100 Date 5 Aug 1864

Order for Ordinary Survey,

No. _____ Date _____

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the plank be painted or payed }

General Remarks

This vessel has been built in accordance with the Sketch enclosed with this Report, dispensing with traps or frames, and which was approved of by the Committee. She is from the nature and extent of her fastenings very strong. Additional through bolts have been introduced in many hanging timbers, in consequence of some not going through. Some of the up and down bolts in lower deck Waterways ^{through stringers plate} were drawn ungalvanized, remainder galvanized. This ship's frame is very superior for the price sought, it having been once put up at Newport with the view to the 12 yrs class. The Galvanized Bolts in upper works are within the limit of Rules.

The 'William Carell' is a strong ship, and in which Sect 46 has been carried out. I beg to submit her for the 9th grade.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Y. Metalled perfect When last done April 1868

I am of opinion this Vessel should be Classed 9th

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

Special £ 18 : 5 :

Travelling expenses 15/15 Certificate £ : :

Committee's Minute 21st July 1868

Character assigned A 1 for 9th

Thomas Coupland



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