

No. 76 Survey held at Hamburg Date, first Survey 5th Feb Last Survey 2nd February 1874
on the Three Mast Schooner Maria Charlotta Master L. A. Bergstedt
(late Don Carlos)
Tonnage under Tonnage Deck 500 Built at Gefle/Sweden When built 1863 Launched
Ditto of Spar Deck, or Awaiting Deck By whom built Bång Owners A. Ruth & Co
Ditto of Poop, or Raised Qr. Dk. Port belonging to Skelleftea Destined Voyage Hamb Lilla Balty
Ditto of Houses on Deck If Surveyed while Building, Afloat, or in Dry Dock
Ditto of Forecastle
Gross Tonnage
Crew Space, as per Rule
Register Tonnage, cut on Beam 379
Engine Room
Register Tonnage, as a Steamer, cut on the Beam

Length as per section 39....	Feet. 122	Inches. 0	Extreme Breadth Outside	Feet. 26	Inches. 0	Depth of Hold	Feet. 13	Inches. 0	Number of Decks <u>one</u>
Length of Keel	116	0							
			IN SHIP. Moulded.		REQUIRED PER RULE.				
			Middle.	Ends.	Middle.	Ends.			
			from centre to centre		25 inches				
			13" x 9"						
			11" x 9"						
			8" x 9"						
			26 feet		11 1/2 x 10				
			10' x 9"						
			26' 6"						
			18" x 13"						
			8 feet						
			14' x 13"		12" x 24"				

Outside Plank.		INCHES.	
In Ship.	Required per Rule.		
Garboard Strakes...	5		
Garboard to Bilge ..	4 1/2		
Bilge Planks	4 3/4		
Bilge to Wales	4		
Wales	4		
Topsides	4		
Sheer Strakes	4		
Plank Sheers			
Water Upper Deck	11 x 9 x 7 1/2		
Ways Lower Deck	9 x 8		
Ditto, faying surface against Timbers ..			
Upper Deck.....			

Dimensions of Ship per Register,	
length	breadth depth
Inside Plank.	
INCHES.	
In Ship.	Required per Rule.
Limber Strakes	
Bilge Planks	9
Ceiling in Flat	5
Ditto Bilge to Clamp	9
Hold Beam Clamps..	13
Deck Beam Ditto ..	17
Ceiling 'twixt Decks	5
Hold Beam Shelves ..	
Deck Beam Ditto....	

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.										
Heel-Knee, & Dead'w'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway ..	Copper or Y.M. in Ship.
Scarpes of Keel, N ^o 3				Arms of Hooks				Bolts in	Knees	Iron in Ship.
Keelson Bolts through Keel at each Floor	1 1/2"	1 1/2"		Thro' Bilge and Limber Strakes	1 1/8"	3/4"			Shelf or Clamp	
Bolts thro' Heels of Timbers against Deadwood				Thickstuff over Double Floors	1 1/8"	3/4"		Deck Beam	Waterway ..	
Frame Bolts				Butt End Bolts	1 1/8"	3/4"		Bolts in	Knees	1" 3/4"
				Short Bolts in Ceiling					Shelf or Clamp	
				Pintles of the Rudder				Nails or Bolts in Flat of Deck		Nails
								Treenails	Inches	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 1 1/2 Inches.
The Floors consist of Swedish fir The First Foothooks of Swedish fir
The Second Foothooks of do The Third Foothooks and Top Timbers of do
The Main Keelson is Swedish fir and free from all defects. The Shifts of the First and Second Foothooks are not less than
The Transoms, Knightheads, Hawse Timbers, & Aprons of ditto. N.B. When less than prescribed by the Rule, state how many.
Deadwood, of oak and ditto. The rest of the Shifts of the Frame are
The Stem, and Stern Post of oak and free defects ditto. The Frame is squared from First Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is
The Deck and Hold Beams of Swedish fir not free from sap The fir Frames are bolted together to the Gunwale. N.B. If not, state how bolted
The Breasthooks of fir The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.
The Knees of iron The Keel of Swedish fir The Frame is chocked with Butt at each end of the chock.
The Main piece of Rudder of oak of Windlass of oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is of Swedish fir of very good
or to the First Foothook Heads }
From the above named Height to the Light Water Mark of Swedish fir and very good
From the Light Water Mark to the Wales do
The Wales and Black-strakes do The Topsides & Sheer-strakes do
The Spirketting and Plank-sheers do The Water-ways { Upper Deck fir & good
Lower Deck do
The Decks Swedish fir State of good
The Shifts of the Planking are not less than in 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 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Swedish fir
The Ceiling, Lower Hold, and between Decks Swedish fir Shelf Pieces and Clamps do
Fastenings.—To Hold Beams 8 on each side very strong iron knees 3 1/2" x 2 1/2" sections and fastened by yellow metal bolts to outside planking

Deck Beams 24 on each side very strong iron knees 3 1/2" x 2" and fastened by yellow metal & iron bolts

Number of Breasthooks 5 & 4 aft iron & wood Pointers yes Crutches yes
Butt End Bolts are of yellow metal iron in the Bottom Bolts in each Butt End yes through and clenched.
Bilge and Limber Strakes bolted through and clenched. Treenails of fir How Made 2019
Thickstuff over Double Floors 18' x 19' bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given.
Builder's Signature Emil Laddesatz Surveyor's Signature Frederick J. Day

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

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.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	180	13 1/16	<i>Certificate of Test not on board</i>			Bowers	2	15 1/4	14		
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent)	60	14 1/16				(State Machine where Tested, and name of Superintendent)					
	Fore Topmast Stay Sails,	Hempen Stream Cable	240	14 1/16				Dates of Certificates					
	Main Sails,	Hawser		renewed				Stream	1	7			
	Main Top Sails,	Towlines						Kedges	1	3			
and		Warp											
		All of quality											

Her Standing and Running Rigging renewed sufficient in size and good in quality. She has Three Long Boats and

The present state of the Windlass is good Capstan good and Rudder Leak Pumps good iron

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Cargo Hatchways.—How formed? good State size

If of extraordinary size, state how framed and secured? good

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? good Main Hatchways.—State size 9' x 9' x 5' x 5'

Order for Special Survey, No. _____	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed _____
Date _____		2nd. When the Beams are put in, &c. _____
Order for Ordinary Survey, No. _____		3rd. When completed, and before the plank be painted or payed _____
Date _____		

General Remarks. In accordance with our Rules the vessel has been placed on patent slip, the yellow metal stripped off and scraped bright from the light water mark upwards. The hold cleared, all air courses, altered, all limbers and air courses removed and listings cut. The condition of the timbers examined by removal of one strake of bow & buttock on each side also a plank through which the preventer bolt pass removed. Iron nails & bolts driven out. A strake of listing in the ceiling removed and also a strake of deck near the waterway. The oakum & caulking examined. The windless unhooked and linings stripped. Anchors and cables ranged on deck and examined — The outside & inside planking of fir was very good. By surveying the timbers of the frames at the openings ^{we found} that the top timber were not quite free from defects of sap. The keelson fastenings of ^{from} 1 1/2" yellow metal bolts and extra 1 1/2" fastened by 1 1/2" iron bolt and also the ridge has been new re-bolled. The fastenings of the deck beams and knees are very good also bolts have been driven out & found good. A great number of iron nails were driven out and removed. The timbers in the iron nails holes good. The waterways displanter wings mainpiece of the rudder, rudder postless pumps mast and rigging are renewed. The windless, pallditts & bolts good. The chain cables are examined and found sufficient in length & size.

Present condition of Caulking of Bottom re-caulked Deck, do and Waterways do

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

I am of opinion this Vessel should be Classed A I in Fred for 3 years

The Amount of the Entry Fee.....£ 5 : 0 : 0 : is received by me,

Travelling Expenses, Special.....£ 5 : 0 : 0 :

(if any) £ _____ Certificate.... 0 : 5 : 0 :

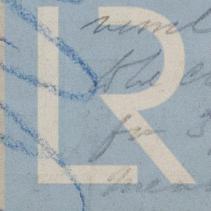
Committee's Minute 6th March 1874

Character assigned Answered

S.P. 74-3yr

written by Committee
do 6/8/74 and 14/3/74

RP



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