

No. 2545 Survey held at Hull Date April 5<sup>th</sup> 1855  
 on the Schooner "Carl Milberg" Master William Woodcock  
 Tonnage 134 40/100 Built at Lithau When built 1853  
 By whom built \_\_\_\_\_ Owners Carl C. Brochner  
 Port belonging to Hull Destined Voyage Hull Copenhagen  
 If Surveyed Afloat or in Dry Dock In Dry Dock

Length aloft	Feet. <u>79</u> Inches. <u>10</u>	Extreme Breadth	Feet. <u>18</u> Inches. <u>8</u>	Depth of Hold	Feet. <u>10</u> Inches. <u>2</u>
<b>Scantlings of Timber.</b>					
Room and Space	Inches. <u>21</u>	Inches. Middle <u>9</u> Ends <u>8 1/2</u>	<b>Thickness of Plank.</b>		
Floors	sided <u>8</u>	Moulded <u>9</u>	<b>Outside.</b>		
1 <sup>st</sup> Foothooks	<u>7 1/2</u>	<u>8 1/2</u>	Keel to Bilge	Inches. <u>3</u>	<b>Inside.</b>
2 <sup>nd</sup> Ditto	<u>7 1/2</u>	<u>8</u>	Bilge Planks	<u>3 1/2</u>	Limber Strakes
3 <sup>rd</sup> Ditto	<u>7</u>	<u>6 1/2</u>	Bilge to Wales	<u>2 1/4</u>	Bilge Planks
Top Timbers	<u>7</u>	<u>5</u>	Wales	<u>4</u>	Ceiling in Flat
Deck Beams N <sup>o</sup> <u>20</u>	Average Space <u>9</u>	<u>6 1/2</u>	Topsides	<u>4</u>	Ditto Bilge to Clamp
Hold Beams N <sup>o</sup> _____	Average Space _____	<u>6</u>	Sheer Strakes	<u>4</u>	Hold Beam Clamps
Keel	<u>10</u>	<u>8</u>	Plank Sheers	<u>4</u>	Deck Beam Ditto
Kelsons	<u>17</u>	<u>12</u>	Water-Ways	<u>5 1/2</u>	Ceiling 'twixt Decks
			Upper Deck	<u>3</u>	Hold Beam Shelves
					Deck Beam Ditto

<b>Copper or Iron.</b>		<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	<u>Iron</u>	Bolts thro' the Bilge and Limber Strakes	<u>5/8</u>	Hold Beam	<u>Iron</u>
Scarphs of Keel	N <sup>o</sup> <u>Horizontal</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>Iron</u>
Floor Timber Bolts	<u>Iron</u>	Lower Pintle of the Rudder	<u>3/4</u>		
Kelson ditto	<u>Iron</u>				
Transoms and throats of Hooks	<u>7/8</u>				
Arms of Hooks	<u>3/4</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 6 1/2 Inches. The Space between the Top-timbers is 6 1/2 Inches. The Stem, Stern Post, are composed of Foreign White Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Foreign White Oak and are free from all defects.

The Floors and first Foothooks are composed of S Timber.

The other Foothooks and Top Timbers of S

The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Not seen

The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is Squared, where seen

The alternate Frames are \_\_\_\_\_ bolted together. N. B. If not, state how bolted.

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. Not seen

The Main Kelson is composed of Foreign White Oak and the False Kelson of None

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. in one length

The Deck and Hold Beams are composed of Foreign White Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Foreign White Oak

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

From the Light Water Mark to the Wales of S

The Wales and Black-strakes are of Foreign White Oak The Topsides of S

The Sheer-strakes and Plank-sheers of S The Water-ways of S

The Decks of Baltic fir State of Good

The Shifts of the Planking are not less than Five 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 Three between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of Foreign White Oak the Bilge Planks of Foreign White Oak

The Ceiling, Lower Hold, of Foreign White Oak Between Decks of Foreign White Oak

Shelf Pieces of None Clamps of S

**Fastenings.**—To Hold Beams None

Deck Beams Lodging wood, three and six pair of Iron diagonal braces, the side ones extend down to the lower foothooks having six through bolts of 1 1/2 iron

Number of Breasthooks Three Pointers None Crutches One Iron

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

Bilge and Limber Strakes are bolted through and clenched. Treennails of Foreign White 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 Henry Adams



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> .		
	Fore Sails,	150	Chain .....	1 1/2	100	Bower,	10:1:2
<i>one</i>	Fore Top Sails,	120	Hempen Stream Cable .....	6		Stream,	5:1:0
<i>full</i>	Fore Topmast Stay Sails,	120	Hawser .....	1 1/2	100	Kedge,	2:0:0
<i>suit</i>	Main Sails,	120	Towlines .....	3 1/2			1:3:0
	Main Top Sails,		Warp .....				
and			All of <u>good</u> quality.				

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

She has one Long Boat and one other

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

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

*For Clipping Five pair of Iron diagonal hanging knees side seams secured with six 1/2 inch  
Nelson through bolted in the alternate floors 1 1/2 inch (now making it through bolted in each floor)  
Twelve extra through bolts in each Bille of 1 1/2 inch, Iron crutch aft, Vessel caulked*

*Every Section 57*

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed Seven Years A1 from 1853

The Amount of the Fee.....£ 2: -: - is received by me,

Special .....£ 2: 2: -

Certificate (if required) .....£ : 2: 6  
£ 4: 4: 6

Committee's Minute 10th April 1855

Character assigned A1 for 7 years

*Henry Adams*

*A. L. Lumsden*  
1855

HUL393/243