

No. 56 Survey held at St. Heliers Jersey Date Dec^r 22 1835
 on the Sch^r Charles Buchan Master Andrew Anderson Jun^r
 Tonnage 129⁶/₁₆ Built at Jersey When built September 1835
 By whom built George Deland & Son Owners Captain & Co
 Port belonging to Jersey Destined Voyage Brazil
 If Surveyed Afloat or in Dry Dock Dry

Length aloft.....73 ^{Feet.} 0 ^{Inches.} Extreme Breadth19 ^{Feet.} 11 ^{Inches.} Depth of Hold12 ^{Feet.} 1 ^{Inches.}

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	20		
Floors..... sided	8 ¹ / ₂	Moulded 10 ¹ / ₂	7
1 st Foothooks..... "	7	" 7	6
2 nd Ditto..... "	6	" 6	5 ¹ / ₂
3 rd Ditto..... "	5 ¹ / ₂	" 5 ¹ / ₂	5
Top Timbers..... "	5	" 5	-
Deck Beams..... "	9 ¹ / ₂	" 8	6
Hold Beams..... "	-	" -	-
Keel..... "	10 ¹ / ₂	" 11	-
Kelsons..... "	10 ¹ / ₂	" 12 ¹ / ₂	-

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 ¹ / ₂	Foot Waling.....	-
Bilge Planks.....	3	Bilge Planks.....	2
Bilge to Wales.....	2 ¹ / ₂	Ceiling in Flat.....	2 ¹ / ₄
Wales.....	3 ³ / ₄	Ditto Bilge to Clamp.....	2 ¹ / ₂
Topsides.....	2 ¹ / ₂	Hold Beam Clamps.....	none
Sheer Strakes.....	2 ³ / ₄	Deck Beam Ditto.....	3
Plank Sheers.....	2 ³ / ₄	Ceiling 'twixt Decks.....	-
Water-ways.....	4	Hold Beam Shelves.....	-
Upper Deck.....	2 ¹ / ₂	Deck Beam ditto.....	-

Size of Bolts in Fastenings.

Copper.	Inches	Copper.	Inches	Iron.	Inches		
Heel-Knee, and Dead Wood abaft.....	1	clenched upon the Timbers not through	5 ¹ / ₈	Hold Beam.....	none		
Scarphs of Keel..... N ^o 0	5 ¹ / ₈			Butt End Bolts.....	5 ¹ / ₈	Deck Beam.....	3 ¹ / ₄
Floor Timber Bolts.....	7 ¹ / ₈			Lower Pintle of the Rudder.....	2		
Kelson ditto.....	1						
Transoms and throats of Hooks.....	1						
Arms of Hooks.....	7 ¹ / ₈			same in Iron above the Copper.....			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is average 4 Inches. The Space between the Top-timbers is average 4¹/₂ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Jersey & French Oak and are quite free from all defects.

Her Floors and first Foothooks are composed of Jersey & French Oak Timber.

Her other Foothooks and Top Timbers of Jersey & French Oak

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

The rest of the Shifts of the Frame are regular

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

The alternate Frames are - bolted together.

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

The Frame is not chocked with - Butt at each end of the chock.

The Main Kelson is composed of Swedish Oak and the False Kelson of none

The Scarphs of the Kelsons are not less than five feet six inches.

The Deck and Hold Beams are composed of Jersey Oak

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

From the first Foothook Heads to the Light Water Mark of Rigas Red Pine

From the Light Water Mark to the Wales of Danzie Oak

The Wales and Black-strakes are of Swedish Oak

The Topsides of - Oak

The Sheer-strakes of - Oak

The Gunwales of S. S. Water-ways of Oak

The Shifts of the Planking are not less than six 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 - between.

Planking Inside.—The Clamps are composed of Danzie Oak the Stringers of none

The Bilge Planks of Danzie Oak and the remainder of the Ceiling of Oak up to the Wales then Norway Red Pine

Fastenings.—To Hold Beams

Deck Beams Danzie Oak knees fore & aft

Number of Breasthooks four Pointers - Crutches -

Butts End Bolts are of Copper in the Bottom, and two Bolt in each Butt End through and clenched, upon the timbers

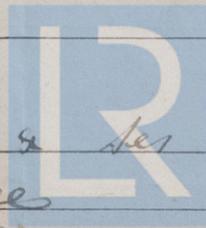
Bilge and Footwaling none bolted through and clenched, upon the timbers

General Quality of Workmanship very well built

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

Builder's Name George Deland & Son

Surveyor's Name William Russell



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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 .
1	Fore Sails,	80	Chain	1 5/16	2
1	Fore Top Sails,	75	^{Chain} Hempen Stream Cable	7/8	1
1	Fore Topmast Stay Sails,	45	Hawser	5	1
1	Main Sails,	120	Towlines	2 1/2	
1	Main Top Sails,	100	Warp	3 1/2	
	and generally one complete suit	130	All of <u>New</u> quality.		All of proper weight.

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

She has one Long Boat and Solly Boat

The present state of the Windlass is new Capstan none and Rudder new

General Remarks—Statement and Date of Repairs.

If Sheathed, Doubled, or Felted, Sheathed with Copper over Tinned Paper
and Date when last done in December 1835

And _____ of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, this 29th Jan^r 1836

William Russell

Committee Minute 26 February 1836

Character assigned A. 1 for 7 Years

M. J.



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