

No. 984 Survey held at Freeport Date 14 October 1835
 on the Barque Charlotte Master J. Simpson
 Tonnage 602 Built at Nova Scotia When built June 1834
 By whom built J. C. Everett Owners J. C. Kirk
 Port belonging to N. B. Destined Voyage N. John New Brunswick.
 If Surveyed Afloat or in Dry Dock Afloat

984

[Signature]

Length aloft.....12^{Feet.}6^{Inches.} Extreme Breadth22^{Feet.}4 1/2^{Inches.} Depth of Hold22^{Feet.}5^{Inches.}

Scantlings of Timber.

Thickness of Plank.

	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Timber and Space.....	each			Keel to Bilge		Foot Waling.....	
Floors.....	sided	Moulded		Bilge Planks		Bilge Planks	
1 st Foothooks.....	"	"		Bilge to Wales		Ceiling in Flat	
2 nd Ditto.....	"	"		Wales	<u>6 1/2</u>	Ditto Bilge to Clamp	<u>4 1/2</u>
3 rd Ditto.....	"	"		Topsides	<u>4</u>	Hold Beam Clamps	<u>5</u>
Top Timbers	"	"	<u>9 1/2</u>	Sheer Strakes	<u>4 1/2</u>	Deck Beam Ditto.....	<u>4</u>
Deck Beams	"	"	<u>13</u>	Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks	<u>4</u>
Hold Beams	"	"	<u>13 1/2</u>	Water-ways	<u>8</u>	Hold Beam Shelves	<u>8</u>
Keel	"	"	"	Upper Deck	<u>3 1/2</u>	Deck Beam ditto	<u>7</u>
Kelsons	"	"	<u>15</u>	<u>yellow pine 8m nails 4 good</u>			

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Berch & Spruce and are _____ free from all defects. as per rule
 Her Floors and first Foothooks are composed of Berch Timber.
 Her other Foothooks and Top Timbers of Spruce and pine 4 good
 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 _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is all in sight well squared
 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 Berch and the False Kelson of Berch & very little of spruce
 The Scarphs of the Kelsons are not less than _____ feet _____ inches.
 The Deck and Hold Beams are composed of Pine and spruce

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____
 From the first Foothook Heads to the Light Water Mark of _____
 From the Light Water Mark to the Wales of Spruce and pine
 The Wales and Black-strakes are of Spruce and pine
 The Topsides of Spruce and pine
 The Sheer-strakes of Spruce and pine
 The Gunwales of Spruce and pine Water-ways of Spruce and pine
 The Shifts of the Planking are not less than 6 1/2 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.

Planking Inside.—The Clamps are composed of Pine 4 good The Planking is wrought between the Stringers of Pine 4 good
 The Bilge Planks of Berch and the remainder of the Ceiling of Pine and pine

Fastenings.—To Hold Beams double wood bedging knees & double thimbers
 Deck Beams double wood bedging knees & thimbers all well fitted & bolted 4 good
 Number of Breasthooks 5 2 Pointers forward & aft no. Crutches _____
 Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling Iron bolted through and clenched.
 General Quality of Workmanship good

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

Builder's Name _____

Surveyor's Name _____



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Lloyd's Register Foundation

LY 573-0184

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 .	
<u>1</u>	Fore Sails,	<u>220</u>	Chain	<u>1 9/16 1 1/2</u>	<u>3</u>	Bower,
<u>1</u>	Fore Top Sails,	<u>90</u>	Hempen Stream Cable.....	<u>8</u>	<u>1</u>	Stream,
<u>2</u>	Fore Topmast Stay Sails,	<u>90</u>	Hawser	<u>6</u>	<u>1</u>	Kedge,
<u>1</u>	Main Sails,		Towlines			All of proper weight.
<u>2</u>	Main Top Sails,		Warp			
and <u>one 10 fathom line</u>			All of <u>good</u> quality.			

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

She has Corral Long Boat and Pinnace

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

*A well built Ship good materials well furnished
in good order. Fit to carry Dry and general cargo
with perfect safety*

If Sheathed, Doubled, or Felted, Single bottom
and Date when last done _____

And Sam of opinion this Vessel should be Classed A

The Amount of the Fee.....£ 3 : 3 : 0 is received by me, Wm. Harrison

Committee Minute 27 October 1835

Character assigned A 1 for 4 years
Wm. Harrison Wm. Harrison