

No. 11370 Survey held at Liverpool Date 30 April 1852
on the Ship Charles Master James Campbell
Tonnage Old 1047 Built at Quebec When built 1851
By whom built Robert Owners M. Calvert Brothers
Port belonging to Liverpool Destined Voyage Bombay
If Surveyed while Building, Afloat, or in Dry Dock in dry Dock & Afloat

Length aloft	Feet. Inches. <u>159</u> <u>5</u>	Extreme Breadth	Feet. Inches. <u>36</u> <u>7</u>	Depth of Hold	Feet. Inches. <u>22</u> <u>6</u>
Scantlings of Timber.					
Room and Space	Inches. <u>29</u>	Inches. Middle Ends <u>18</u>	Thickness of Plank.		
Floorboards	sided <u>14</u>	Moulded <u>18</u>	Outside.		
Foothooks	" <u>12-13</u> "	" <u>13 1/2</u> "	Keel to Bilge	Inches. <u>5</u>	Inside.
Ditto	" <u>12-13</u> "	" <u>13 1/2</u> "	Bilge Planks	<u>5-7</u>	Limber Strakes
Ditto	" <u>11-10</u> "	" <u>11</u> "	Bilge to Wales	<u>5</u>	Bilge Planks
Top Timbers	" <u>11-10</u> "	" <u>7 1/2</u> "	Wales	<u>6 1/2</u>	Ceiling in Flat
Deck Beams N° <u>28</u>	Average Space <u>4 feet 7</u>	" <u>12 1/2</u> "	Short Hoods	"	Ditto Bilge to Clamp
Hold Beams N° <u>26</u>	Average Space <u>4 feet 6</u>	" <u>14</u> "	Topsides	<u>5</u>	Hold Beam Clamps
Keel	" <u>14</u> "	" <u>14</u> "	Sheer Strakes	<u>5</u>	Deck Beam Ditto
Keelsons	" <u>18</u> "	" <u>16</u> "	Plank Sheers	<u>5</u>	Ceiling 'twixt Decks
Scarp of Ditto	" <u>8 feet</u> "	" <u>44</u> "	Water-Ways	<u>14</u>	Hold Beam Shelves
			Upper Deck	<u>4</u>	Deck Beam Ditto

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.					
Heel-Knee, and Deadwood abaft	Copper Inches. <u>2</u>	Iron Inches. <u>2</u>	Transoms and throats of Hooks	Copper Inches. <u>2</u>	Iron Inches. <u>2</u>
Scarp of Keel N°	<u>2</u>	<u>2</u>	Arms of Hooks	<u>2</u>	<u>2</u>
Floor Timber Bolts	<u>2</u>	<u>2</u>	Bolts thro' Bilge & Limber Strakes	<u>2</u>	<u>2</u>
Keelson ditto	<u>2</u>	<u>2</u>	Butt End Bolts	<u>2</u>	<u>2</u>
			Lower Pintle of the Rudder	Copper Inches. <u>3 1/2</u>	Iron Inches. <u>2</u>
			Hold Beam	<u>2</u>	<u>2</u>
			Deck Beam	<u>2</u>	<u>2</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, consist of oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of oak & Hackmatack and are upper free from all defects. The Floors consist of oak, Hackmatack & Elm The First Foothooks of oak, Hackmatack & Black Pine Timber. The Second Foothooks of oak & Hackmatack The Third Foothooks of Hackmatack The Top Timbers of Hackmatack 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 The Frame is squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is N. B. If not, state how bolted. The alternate Frames are bolted together to the Gunwale. 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 Keelson is oak and free from all defects. The False Keelson is oak The Hold Beams of oak, Hackmatack, & Red Pine The Knees of Hackmatack The Deck Beams consist of Hackmatack & Red Pine

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Elm From the above named Height to the Light Water Mark Elm & Red Pine From the Light Water Mark to the Wales Red Pine The Topsides Red Pine The Wales and Black-strakes are Red Pine The Water-ways Red Pine The Sheer-strakes Red Pine and Plank-sheers Red Pine State of Good The Decks Yellow Pine N. B. If less than prescribed by the Rule, state whether general The Shifts of the Planking are not less than 5 Feet Inches. The Planking is wrought 3 between or partial, and if partial, in what part of the Ship. the Bilge Planks Elm

Planking Inside.—The Limber-strakes are Elm Between Decks Elm, Hackmatack & Red Pine The Ceiling, Lower Hold, Elm, Hackmatack & Red Pine Clamps Elm Shelf Pieces Pine

Fastenings.—To Hold Beams board double bedding knees and 25 pair of iron hanging knees, to 10 pair of which knees are attached, extending down to take two bolts into the substantial part of Deck Beams board double bedding knees, and 23 pair of iron hanging knees Number of Breasthooks 5 & 1 pair Pointers 1 pair aft Crutches one Butts End Bolts are of copper in the Bottom, and 4 Bolt in each Butt End through and clenched. Treennails of Hackmatack made Engine turned Bilge and Limber Strakes copper bolted through and clenched. General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,
Surveyor's Signature [Signature]
Builder's Signature

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Test for 120 Fathoms			
2	Fore Top Sails,	Chain 300	17 8	3	38-2-14
2	Fore Topmast Stay Sails,	Hempen Stream Cable 90	11		37-2-10
1	Main Sails,	Hawser 90	6	1	41-0-0
2	Main Top Sails,	Towlines 90	5		12-0-0
and well found in other		Warp 90	5	1	
		All of <u>Good</u> quality.			

Her Standing and Running Rigging Good sufficient in size and Good in quality.

She has one Long Boat and three others

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Good of use

General Remarks—Statement and Date of Repairs.

Listings have been left out for the examination of the timbers of the frame, and Turnbills have been driven out and found to be Good. To me hold beams iron hanging knees cannot be properly put. The Elm floors, and Black Birch pitch futtocks are in midships and are injured to within half the length of the keel. The keel is 162 feet. This ship was damaged in launching and at present time has been opened at the bilges, chooked, had the greater part of the ceiling at the bilges and in the flat replaced with new, and has been to a great extent refastened.

Chartered: 1850.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on felt When last done present time

I am of opinion this Vessel should be Classed A1

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

Special£ 2 : 2 : -

Certificate (if required)£ " : 10 : -

Committee's Minute 11 May 1852

Character assigned A1

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