

N. S. 19120 Survey held at Northwich & Runn Date July 29<sup>th</sup> 1862 Rec 24/2/64 19120  
on the Schooner "Charles Whitway" Master Charles Boden  
Tonnage Old Built at Northwich When built 1862 & 1864 Launched 18<sup>th</sup> June 1864  
By whom built 100 Brown Owners Charles Hazlehurst & Sons  
Port belonging to Runn Destined Voyage Canster 19120  
Specially Surveyed while Building, Afloat, or in Dry Dock While building & afloat

Length aloft				Extreme Breadth Outside				Depth of Hold			
Feet.				Feet.				Feet.			
Inches.				Inches.				Inches.			
83				19				10			
IN SHIP.				REQUIRED PER RULE.				Thickness of Plank.			
Sided.				Sided.				In Ship.			
Middle.				Middle.				In Ship.			
Ends.				Ends.				In Ship.			
18				Outside.				Inches.			
7 1/2				In Ship.				Required per Rule.			
8 1/2				Garboard Strakes ..				Limber Strakes ....			
7 1/2				Garboard to Bilge ..				Bilge Planks .....			
6				Bilge Planks .....				Ceiling in Flat ....			
6				Bilge to Wales ....				Ditto Bilge to Clamp			
6				Wales .....				Hold Beam Clamps ..			
6				Topsides .....				Deck Beam Ditto ..			
6				Sheer Strakes .....				Ceiling 'twixt Decks			
6				Plank Sheers .....				Hold Beam Shelves ..			
6				Water-Upper Deck				Deck Beam Ditto ..			
6				Ways Lower Deck							
6				Ditto, faying surface							
6				against Timbers ..							
6				Upper Deck .....							

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Deadw'd abaft				Transoms and throats of Hooks				Hold Beam			
Copper or Y.M. in Ship.				Copper or Y.M. in Ship.				Bolts in			
Iron in Ship.				Iron in Ship.				Waterway ..			
Inches required per Rule				Inches required per Rule				Knees .....			
7/8				Arms of Hooks .....				Shelf or Clamp			
7/8				Thro' Bilge & Limber Strakes				Deck Beam			
3/4				Thickstuff over Double Floors				Bolts in			
3/4				Butt End Bolts .....				Waterway ..			
3/4				Pintles of the Rudder .....				Knees .....			
3/4								Shelf or Clamp			
3/4								Nails or Bolts in Flat of Deck			
3/4								Treenails .... Inches			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 3 feet 4 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are in proportion

The Frame is well squared from the First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is the same.

The Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng. Oak of Windlass is English Oak

The Keel is Rock Elm The Main Keelson is Greenheart and is free from all defects.

The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of Rock Elm & Eng. Oak and are free from all defects.

The Deck and Hold Beams of English Oak The Breasthooks of English Oak The Knees of English Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Rock Elm or to the First Foothook Heads

From the above named Height to the Light Water Mark English Oak

From the Light Water Mark to the Wales English Oak

The Wales and Black-strakes are Greenheart The Topsides & Sheer-strakes Greenheart

The Spirketting and Plank-sheers English Oak The Water-ways Upper Deck Greenheart & Eng. Oak Lower Deck (none)

The Decks Red Pine State of Good

The Shifts of the Planking are not less than 5 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 3 between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart & English Oak

The Ceiling, Lower Hold, and between Decks English Oak Shelf Pieces and Clamps Greenheart

Fastenings.—To Hold Beams None

Deck Beams Wood double logging knees, and 4 pairs of iron hanging knees, with Ridders attached.

Number of Breasthooks 4 Pointers one Pair Crutches 2

Butt End Bolts are of Iron in the Bottom: Bolts in each Butt End through and clenched.

Bilge and Limber Strakes bolted through and clenched. Treenails of English Oak How Made Planed

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Very Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature The Repre of the Lake Surveyor's Signature Lloyd's Register

Richard Brown The Elm deadwood is within what is allowed by Rule

LIV 584-0362



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> .	Weight.
1	Fore Sails,		Chain .....	160	1 1/8	Bower, .....	2 5-1-22 69/10
2	Fore Top Sails,		Hempen Stream Cable .....	40	8 1/2		2 4-11-14 59/10
<i>Libs 2</i>	Fore Topmast Stay Sails,		Hawser .....	94	7	Stream, .....	1 3-0-2
1	Main Sails,		Towlines .....	-	-		
	Main Top Sails,		Warp .....	90	6	Kedge, .....	1 2-11-7
	and <i>well found in other sails</i>		All of <u>Good</u> quality.				

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

She has one Long Boat and one Capstan Good Rudder Good Pumps Good

#### General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st.	When the Frame is completed	<u>while building &amp; afloat</u>
2nd.	When the Beams are put in, &c.	
3rd.	{ When completed, and before the plank be painted or payed }	

*The chains have been proved to 12 tons, <sup>meters</sup> test; the Patent anchor of 5-1-22 to 69/10 tons, and that of 4-11-14 up to 59/10 tons, meters test*

*This is a good vessel, and is well fitted out. She has on the Helson a small Sag of Rock Elm, put to protect it from being damaged when loading with Pig Iron; but as the Helson is of Greenheart, and is large enough for a ship of 500 tons instead of 99 tons, I respectfully submit whether it should be regarded as a Rider Helson, which would effect her class.*

Extract from Mr Mudge's letter dated 29<sup>th</sup> December 1864.

*The 1 inch Chain with which the "Charles Whiteway" is reported to be furnished is represented in the Certificate of Proof as "Close Link" proved to 12 tons Admiralty Test.*

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

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

I am of opinion this Vessel should be Classed 12 A1

The Amount of the Fee.....£ 1 : " : " is received by me,

Special .....£ 5 : 5 : "

Certificate .....£ Gratis

Committee's Minute Given 23<sup>rd</sup> December, 1864

Character assigned 12 A1 - Built under Special Survey



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