

No. 143 Survey held at London Date 8 Oct 1890 1907  
 on the Sch<sup>r</sup> Caroline Master Norris  
 Tonnage 135 Built at London When built 1827  
 By whom built \_\_\_\_\_ Owners Barnard  
 Port belonging to London Destined Voyage Fugal  
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Floors..... sided	9	Moulded		Keel to Bilge		Foot Waling	
1 <sup>st</sup> Foothooks				Bilge Planks		Bilge Planks	2 3/4
2 <sup>nd</sup> Ditto				Bilge to Wales		Ceiling in Flat	2
3 <sup>rd</sup> Ditto				Wales		Ditto Bilge to Clamp	2
Top Timbers				Topsides		Hold Beam Clamps	
Deck Beams	7 1/2	6		Sheer Strakes	3	Deck Beam Ditto	2 of 4 1/2 inches
Hold Beams		7		Plank Sheers	3	Ceiling 'twixt Decks	
Keel				Water-ways	5	Hold Beam Shelves	
Kelsons	9	1 1/2		Upper Deck	3	Deck Beam ditto	

Copper.		Copper.		Iron.	
Inches		Inches		Inches	
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling	Copper	Hold Beam	
Scarphs of Keel..... N <sup>o</sup> .		Butt End Bolts	Copper	Deck Beam	
Floor Timber Bolts	Copper	Lower Pintle of the Rudder			
Kelson ditto	Copper				
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 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are \_\_\_\_\_ free from all defects. wherever seen  
 Her Floors and first Foothooks are composed of English oak Timber.  
 Her other Foothooks and Top Timbers of do do  
 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 well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is \_\_\_\_\_  
 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 English oak and the False Kelson of \_\_\_\_\_  
 The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of \_\_\_\_\_

**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 English oak  
 From the Light Water Mark to the Wales of do do  
 The Wales and Black-strakes are of do do  
 The Topsides of do do  
 The Sheer-strakes of do do  
 The Gunwales of English oak Water-ways of English oak  
 The Shifts of the Planking are not less than 5 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 3 between inside

**Planking Inside.**—The Clamps are composed of English oak the Stringers of do  
 The Bilge Planks of English oak and the remainder of the Ceiling of the same

**Fastenings.**—To Hold Beams  
 Deck Beams one wood lodging fore Iron hanging  
 Number of Breasthooks 4 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling do bolted through and clenched.  
 General Quality of Workmanship Very good

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name P. J. ...



1907 Low

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

She has SAILS. <u>Suits</u>		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	
Fore Sails,	<u>70</u>	Chain .....	<u>1 1/8</u>	<u>2</u>	Bower,
Fore Top Sails,	<u>70</u>	Hempen Stream Cable.....	<u>6 1/2</u>	<u>1</u>	Stream,
Fore Topmast Stay Sails,	<u>90</u>	Hawser .. <u>Coir</u> .....	<u>4 1/2</u>	<u>1</u>	Kedge,
Main Sails,	<u>80</u>	Towlines ... <u>Hemp</u> .....	<u>4</u>		All of proper weight.
Main Top Sails,		Warp .....			
and		All of <u>good</u> quality.			

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has One Long Boat and One other

The present state of the Windlass is Good Capstan \_\_\_\_\_ and Rudder Good

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

This is a very well built vessel Timbers of the best English oak thoroughly well squared built in frame, keel beams close & well fastened the Planking is regularly shiplap 3 between outside but not so regular inside the blocks are standard narrow Plank copper nailed no symptoms of decay is well filled and provided in stores

*Handwritten signature*  
*Handwritten initials*

If Sheathed, Doubled, or Felted, Coppered and Date when last done 1834 14 Nov 1835

And Sam of opinion this Vessel should be Classed 12 A 1

The Amount of the Fee.....£ 0 : 10 : 6 is received by me, Handwritten

Committee Minute 30 October 1835

Character assigned A 1 for 12 years  
*Handwritten signature*



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