

No. 2950 Survey held at LondonDate February 17 1836

2950

on the Ship CarolineMaster WilliamsTonnage 330Built at Calcutta CochinWhen built 1825

By whom built

Owners Estanbank & SonPort belonging to London

Destined Voyage

If Surveyed Afloat or in Dry Dock

Dry DockLength aloft.....

Feet.	Inches.
106	3

 Extreme Breadth

Feet.	Inches.
26	7

 Depth of Hold

Feet.	Inches.

Scantlings of Timber.

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

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3	Foot Waling.....	
Bilge Planks	3	Bilge Planks	3
Bilge to Wales	3	Ceiling in Flat	2
Wales	5	Ditto Bilge to Clamp	2
Topsides	2 1/2	Hold Beam Clamps	3
Sheer Strakes		Deck Beam Ditto.....	2 1/2
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks	2
Water-ways	8	Hold Beam Shelves	9
Upper Deck	3	Deck Beam ditto.....	2
Lower Deck	8	2 at 1 st & 2 nd Ends	3

Size of Bolts in Fastenings.

Copper.	Yellow Metal.	Inches.	Copper.	Yellow Metal.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1 3/4	1 1/4	Bolts thro' the Bilge and Foot Waling.....	3/4		Hold Beam.....	1 1/4
Scarphs of Keel..... N°.			Butt End Bolts			Deck Beam	
Floor Timber Bolts.....			Lower Pintle of the Rudder			same in Iron above the Copper	
Kelson ditto.....	1 1/4						
Transoms and throats of Hooks	1 1/4						
Arms of Hooks	1 1/4						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Teak and are free from all defects.

Her Floors and first Foothooks are composed of Teak & Paul Timber.

Her other Foothooks and Top Timbers of

Her Shifts of the first and second Foothooks are not less than 5 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 free from sap, and from thence downwards, the frame is the sameThe alternate Frames are bolted together.The Butts of the Timbers are close together; their thickness not less than 5 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 Teak and the False Kelson ofThe Scarphs of the Kelsons are not less than 2 feet 3 inches. bolted through alternate FloorsThe Deck and Hold Beams are composed of Teak**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 Teak

The Wales and Black-strakes are of

The Topsides of

The Sheer-strakes of

The Gunwales of Water-ways ofThe 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 Shue between.**Planking Inside.**—The Clamps are composed of Teakthe Stringers of TeakThe Bilge Planks of Teak and the remainder of the Ceiling of**Fastenings.**—To Hold Beams 1 1/2 White & ShelfDeck Beams 1 1/2 White, Shelf & 3 1/2 White StandardsNumber of Breasthooks 6 2 Pointers 2 Transoms 1 Crutches Deadwood kneeButts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched.Bilge and Footwaling are not 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 George Bayley

2950 Ton

Her Masts, Yards, &c. are in good

condition, and sufficient in size and length.

The Main Mast Head Rigging Mast Piece

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	222	Chain		3
2	Fore Top Sails,	120	Hempen Stream Cable	6	1
2	Fore Topmast Stay Sails,	90	Hawser	5	1
2	Main Sails,	80	Towlines	4	
2	Main Top Sails,		Warp		
	and well found in the sails		All of <u>good</u> quality.		

*now about overhauling*Her Standing and Running Rigging is Shump sufficient in size and in quality.She has One Long Boat and Solly BoatThe present state of the Windlass is good Capstan and Rudder good*rebolts with yellow metal***General Remarks—Statement and Date of Repairs.**

At the present time, the original Leak sheathing has been stripped off the Bottom. All the Iron fastenings examined and all the through bolts taken out and replaced with copper Greenails. The short bolts punched up and the Bottom rebolts with Yellow Metal Bolts through all the Butts and Cleached inside — all the Keelson, Deadwood, Breast Hook and Stem Bolts removed that could be got out, and replaced with Yellow Metal Bolts. The ship completely refastened in the Middle Line with Yellow Metal Bolts. The after ends of the Tank bolts through the stern Post and cleached. Caulked throughout. The Bolts in the beams through the upper course appear to have been replaced with copper some short time since.

There has been very great care taken to remove all the Iron fastening that was practicable — a Greenail is now put through every Timber below the Wale and the whole of the remaining ^{Iron} bolts are carefully punched up and plugged. The Timbers and middle line of the ship broadly sound in all parts, the Decks, Waterways & Bottom are in good condition —

If Sheathed, Doubled, or Felted, Wood sheathed Felted & Yellow Metaland Date when last done Feb^y 1836And I am of opinion this Vessel should be Classed 12A1George BayleyThe Amount of the Fee.....£ 2 : 2 : 0 is received by me,At the Office
Nov. 23. 1836Committee Minute 24 November 1836Character assigned A 1 for 12 years.M. J.J. R.

© 2019

Lloyd's Register
Foundation