

No. 3744 Survey held at Hastings Date July 21st 1837
 on the Charger Black Cat Master Cheser
 Tonnage 146 Tons Built at Hastings When built January 1837
 By whom built Wm. Ransom & Sons Owners J. J. Adams
 Port belonging to London Destined Voyage to Michels
 If Surveyed Afloat or in Dry Dock while building at the Masts prescribed by the Rules

Scantlings of Timber.			Thickness of Plank.		
	Feet. (Inches)	Extremity Breadth		Feet. (Inches)	Depth of Hold
Timber and Space	<u>2 1/2</u>	<u>12</u>	Outside.		
Floors	<u>8 1/2</u>	<u>12</u>	Keel to Bilge	<u>3 1/2</u>	Foot Waling
Foothooks	<u>7</u>	<u>7 1/2</u>	Bilge Planks	<u>3</u>	Bilge Planks
Ditto	<u>7</u>	<u>7 1/2</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat
Ditto	<u>7</u>	<u>7 1/2</u>	Wales	<u>2 1/2</u>	Ditto Bilge to Clamp
Top Timbers	<u>8 1/2</u>	<u>12</u>	Topboards	<u>2</u>	Hold Beam Clamps
Deck Beams	<u>8 1/2</u>	<u>12</u>	Sheer Strakes	<u>2 1/2</u>	Deck Beam Ditto
Hold Beams	<u>8 1/2</u>	<u>12</u>	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks
Keel	<u>8 1/2</u>	<u>12</u>	Water-ways	<u>4</u>	Hold Beam Shelves
Kelsons	<u>10</u>	<u>12</u>	Upper Deck	<u>3</u>	Deck Beam ditto

Copper.			Iron.		
	Inches			Inches	
Heel-Knee, and Dead Wood abaft	<u>1</u>		Hold Beam	<u>1 1/2</u>	
Scarp of Keel	<u>1 1/2</u>		Deck Beam	<u>3 1/2</u>	
Floor Timber Bolts	<u>1</u>				
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>1 1/2</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 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 English Oak and are carefully free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of do

Her Shifts of the first and second Foothooks are not less than 3 feet 6 inches N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3 feet 6 inches

The Frame is div squared from the first Foothook Heads upwards, and perfectly free from sap, and from thence downwards, the frame is the same

The alternate Frames are do bolted together.

The Butts of the Timbers are quite close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is cop checked with iron Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of do

The Scarp of the Kelsons are not less than 4 feet 10 1/2 inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English oak

From the first Foothook Heads to the Light Water Mark of do

From the Light Water Mark to the Wales of do

The Wales and Black-strakes are of do

The Topboards of do

The Sheer-strakes of English Oak Decks, and state of Sluice work wide, 3 inches thick

The Gunwales of English Oak Water-ways of do

The Shifts of the Planking are not less than five Feet inches N.B. If reported less than the prescribed Rule, state whether except in two or three instances

general or partial, and if partial, in what part of the Ship. The Stringer of do between except in two instances

Planking Inside.—The Clamps are composed of English Oak and the remainder of the Ceiling of do

The Bilge Planks of English Oak

Fastenings.—To Hold Beams Two wood lodging brass

Deck Beams Wood tenoned and bolted to Shelf and an Iron hanging 3/4 by 3/4

Number of Breasthooks Four Pointers do Crutches 1 pair

Butts End Bolts are of Copper in the Bottom, and do Bolt in each Butt End through and clenched and also one short

Bilge and Footwaling Copper 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 Plumtree
 Surveyor's Name Plumtree

3741 No

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .	Fathom.		Inches.	N ^o .	
/ Fore Sails,	180	Chain	1	2	Bower, &
/ Fore Top Sails,	120	Hempen Stream Cable.....	6 1/2	1	Stream,
/ Fore Topmast Stay Sails,	100	Hawser	4 1/2	1	Kedge,
/ Main Sails,	160	Towlines	4		All of proper weight. <u>See Notes</u>
/ Main Top Sails,		Warp			<u>See Notes</u>
and <u>Made of best like</u>		All of <u>good</u> quality.			
<u>double thimble Canvas</u>					

Her Standing and Running Rigging is See Plan sufficient in size and good in quality.

She has the Long Boat and filled with Power's power

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

General Remarks—Statement and Date of Repairs.

The whole of the frame is thoroughly squared and free from sap and composed of the best Larch white oak. The timbers are all bolted together, the floor timbers are grown to the required form and altho she is sharp built, are fitted without Chocks, the first futlocks of each side meet each other at three keels on the keel. The planking is wholly of English oak matting the flat of the bottom perfectly free from any narrow strakes and strongly and busily double of angle. The keels are of selected English oak well made and sound; the workmanship throughout is good, and she has been constructed with the greatest care under the inspection of a person appointed ^{from the firming} by the Bureau as well as ^{by} myself at the prescribed stages.

If Sheathed, Doubled, or Felted, Copperedand Date when last done Oct 1854And Am of opinion this Vessel should be Classed 12 A 1The Amount of the Fee.....£ 2 2 is received by me, StCommittee Minute Stetson 185Character assigned 12 A 1Lloyd's Register
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