

No. 107 Survey held at London Date 25 April 18 40  
 on the Ship Carlton Master [Signature]  
 Tonnage 1400 Built at P. Johns St When built 1839  
 By whom built 206 Owners [Signature]  
 Port belonging to London Destined Voyage Singapore  
 If Surveyed Afloat or in Dry Dock At Dry Dock

6316  
 [Signature]

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

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	26	Moulded		Keel to Bilge		Foot Waling	
1st Foothooks	11	"		Bilge Planks	4	Bilge Planks	4
2nd Ditto	"	"		Bilge to Wales	3	Ceiling in Flat	3
3rd Ditto	"	"		Wales	5	Ditto Bilge to Clamp	3
Top Timbers	9 1/2	"	6 1/2	Topsides	3	Hold Beam Clamps	6
Deck Beams N° of	8	"	10 1/2	Sheer Strakes	4	Deck Beam Ditto	3 1/2
Hold Beams N° of	8	"	10	Plank Sheers	4	Ceiling 'twixt Decks	2 1/2
Keel	"	"	"	Water-Ways	9	Hold Beam Shelves	"
Kelsons	12	"	10 1/2	Upper Deck	3	Deck Beam Ditto	"

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

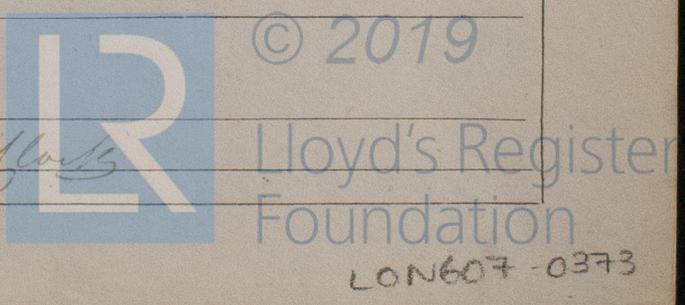
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 3/4 Inches. The Stem, Stern Post, are composed of Pine the Transoms, Aprons, Knight Heads, Hawse Timbers, of Pine and are free from all defects. The Floors and first Foothooks are composed of Pine Timber. The other Foothooks and Top Timbers of Common White Pine. 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 fairly squared from the first Foothook Heads upwards, and          free from sap, and from thence downwards, the frame is         . The alternate Frames are          bolted together. N. B. If not, state how bolted. 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 Pine and the False Kelson of the same. The Scarphs of the Kelsons are not less than 5 feet          inches. The Deck and Hold Beams are composed of Pine.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of         . From the first Foothook Heads to the Light Water Mark of         . From the Light Water Mark to the Wales of         . The Wales and Black-strakes are of         . The Topsides of Common White Pine. The Sheer-strakes and Plank-sheers of         . The Water-ways of         . The Decks of         . State of         . The Shifts of the Planking are not less than 4 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 2+3 insulator between         .

**Planking Inside.**—The Limber-strakes are composed of Pine the Bilge Planks of Pine & Birch. The Ceiling, Lower Hold, of Common White Pine Between Decks of         . Shelf Pieces of          Clamps of Shell Pine.

**Fastenings.**—To Hold Beams 2 brass long iron Nines. Deck Beams 2 brass long iron Nines & Staple Hundreds about 1/2. Number of Breasthooks 4 Pointers 2 Crutches         . Butts End Bolts are of Copper in the Bottom, and          Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. General Quality of Workmanship Wrygh.

We certify that the preceding is a correct description of the above-named Vessel.  
 Builder's Name           
 Surveyor's Name         



6316 *Lon*

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> .
/	Fore Sails,		Chain .....		Bower,
/	Fore Top Sails,		Hempen Stream Cable .....		Stream,
/	Fore Topmast Stay Sails,		Hawser .....		Kedge,
/	Main Sails,		Towlines .....		
/	Main Top Sails,		Warp .....		
	and		All of _____ quality.		

Her Standing and Running Rigging well fitted sufficient in size and good in quality.

She has one Long Boat and one other

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

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

The Scullery, are large and the plank thick for her size, but the materials are all of an inferior description and some bad in quality, is rather well fastened an additional breast hook and and two pair of Stople Standards put in abreast of each Mast couched all over ~~fitted~~ Hoppered on paper

If Sheathed, Doubled, Felted, or Coppered Coppered When last done April 1840

I am of opinion this Vessel should be Classed 4 A

The Amount of the Fee.....£ 3 : 3 : — is received by me, *HA*

Special .....£ : :

Committee's Minute 1<sup>st</sup> May 1840

Character assigned A for 4 years



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