

No.          Survey held at London Date 30 September 1847  
 on the 15<sup>th</sup> Caroline Master  
 Tonnage 241 1/2 Built at Blackwall When built Launched Sept 13 1847  
 By whom built Green Wigham & Green Owners Thomson & Huskery & Co.  
 Port belonging to London Destined Voyage Sauvian  
 If Surveyed Afloat or in Dry Dock Building

8122  
 44

|                              |                                |                 |                               |                      |                               |
|------------------------------|--------------------------------|-----------------|-------------------------------|----------------------|-------------------------------|
| Length aloft                 | <u>110</u> ft. <u>6</u> inches | Extreme Breadth | <u>26</u> ft. <u>0</u> inches | Depth of Hold        | <u>10</u> ft. <u>0</u> inches |
| <b>Scantlings of Timber.</b> |                                |                 | <b>Thickness of Plank.</b>    |                      |                               |
| Timber and Space             | each <u>15</u> inches          | Keel to Bilge   | <u>3</u> inches               | Foot Waling          | <u>3 1/2</u> inches           |
| Floors                       | sided <u>12</u> Moulded        | Bilge Planks    | <u>3</u>                      | Bilge Planks         | <u>4</u>                      |
| 1 <sup>st</sup> Footbooks    | <u>11</u>                      | Bilge to Wales  | <u>3</u>                      | Ceiling in Flat      | <u>2</u>                      |
| 2 <sup>nd</sup> Ditto        | <u>10</u>                      | Wales           | <u>2</u>                      | Ditto Bilge to Clamp | <u>2 1/2</u>                  |
| 3 <sup>rd</sup> Ditto        | <u>9</u>                       | Topsides        | <u>2 1/2</u>                  | Hold Beam Clamps     | <u>3</u>                      |
| Top Timbers                  | <u>8</u>                       | Sheer Strakes   | <u>2 1/2</u>                  | Hold Beam Ditto      | <u>3</u>                      |
| Deck Beams                   | <u>9</u>                       | Plank Sheers    | <u>3</u>                      | Ceiling 'twixt Decks | <u>2 1/2</u>                  |
| Hold Beams                   | <u>11</u>                      | Water-Ways      | <u>5</u>                      | Deck Beam Shelves    | <u>2 1/2</u>                  |
| Keel                         | <u>12</u>                      | Upper Deck      | <u>3</u>                      | Deck Beam Ditto      | <u>2 1/2</u>                  |
| Kelsons                      | <u>14</u>                      |                 |                               |                      |                               |

|                                |                   |                                       |                   |                               |               |
|--------------------------------|-------------------|---------------------------------------|-------------------|-------------------------------|---------------|
| <b>Copper.</b>                 |                   | <b>Size of Bolts in Fastenings.</b>   |                   | <b>Iron.</b>                  |               |
| Heel-Knee, and Dead Wood abaft | <u>1/4</u> inches | Bolts thro' the Bilge and Foot Waling | <u>3/4</u> inches | Hold Beam                     | <u>1</u> inch |
| Scarphs of Keel                | <u>1/4</u>        | Butt End Bolts                        | <u>1/2</u>        | Deck Beam                     | <u>7/16</u>   |
| Floor Timber Bolts             | <u>1/4</u>        | Lower Pintle of the Rudder            | <u>1/2</u>        | same in Iron above the Copper | <u>1</u>      |
| Kelson ditto                   | <u>1/4</u>        |                                       |                   |                               |               |
| Transoms and throats of Hooks  | <u>1/4</u>        |                                       |                   |                               |               |
| Arms of Hooks                  | <u>1/4</u>        |                                       |                   |                               |               |

**Timbering.**—The Space between the Floor Timbers and Lower Footbooks in this Vessel is 3 1/2 Inches. The Space between the Top-timbers is 1 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Footbooks are composed of English Oak Timber. The other Footbooks and Top Timbers of English Oak. The Shifts of the first and second Footbooks are not less than 3.4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are not less. The Frame is not squared from the first Footbook Heads upwards, and not free from sap, and from thence downwards, the frame is not. The alternate Frames are not bolted together. Not N. B. If not, state how bolted. The Butts of the Timbers are not close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is not chocked with not Butt at each end of the chock. The Main Kelson is composed of African Oak and the False Kelson of not. The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of African & English Oak.

**Planking Outside.**—From the Keel to the first Footbook Heads the Plank is composed of Red Pine. From the first Footbook Heads to the Light Water Mark of English & African Oak. From the Light Water Mark to the Wales of not. The Wales and Black-strakes are of not. The Sheer-strakes and Plank-sheers of not. The Decks of Double Decker State of not. The Shifts of the Planking are not less than 5 1/2 Feet not 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 not between

**Planking Inside.**—The Limber-strakes are composed of not the Bilge Planks of not. The Ceiling, Lower Hold, of not Between Decks of not. Shelf Pieces of not Clamps of not.

**Fastenings.**—To Hold Beams not Deck Beams not Number of Breasthooks 5 Pointers 2 Crutches 1 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling 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

| 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 *Scup* sufficient in size and *good* in quality.  
 She has \_\_\_\_\_ Long Boat and \_\_\_\_\_  
 The present state of the Windlass is *good* Capstan *good* and Rudder *good*

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

This Ship was surveyed from stern to stern and directed by the Rules and such Timbers of the Frame pointed out as were unfit to remain in a 12<sup>A</sup> ship—

The Scantlings of the Frame and of the Planking & Beams are the same as those in the Hudson Bay Company's Ships since about 18 Prince Rupert, in which it will be seen that whilst the Stems are barely the size—The other parts of the frame rather exceed that required by the Rules. Taking the Ship as an whole I consider that she is eligible to the Class recommended below—

W.B. The Stems are Helms ample in size and quantity but as I do not see her when completed am unable to give the detail  
*G. Rowley*  
*Stand & go to sea*

If Sheathed, Doubled, Felted, or Coppered *Copper & Oakum* When last done *Oct 1841*  
 I am of opinion this Vessel should be Classed *12<sup>A</sup>*  
 The Amount of the Fee.....£ *4* : : is received by me, *George Bayley*  
 Special .....£ : :

Committee's Minute *12<sup>th</sup> Nov* 1841

Character assigned *A* / *1<sup>st</sup> 12<sup>th</sup> Dec*  
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