

No. Survey held at London Date 27 April 1847  
 on the Steam Schooner Trade Master C. K. Brown  
 Tonnage 125 5/16 Built at London When built 1847  
 By whom built R. & A. Green Owners Continental Cotton Company  
 Port belonging to London Destined Voyage Sea mark

If Surveyed Afloat or in Dry Dock While in frame & when finished  
Engines two of 30 Horses

Length aloft	150	Extreme Breadth	28	Depth of Hold	14
<b>Scantlings of Timber.</b>					
Timber and Space	24" each				
Floors	Double floor				
1 <sup>st</sup> Foothooks	9	9			
2 <sup>nd</sup> Ditto	8				
3 <sup>rd</sup> Ditto	7 1/2				
Top Timbers	6 1/2	4 1/2			
Deck Beams	N <sup>o</sup> . of 28	9	8		
Hold Beams	N <sup>o</sup> . of 6	8	7		
Keel		12			
Kelsons		12	12		
<b>Thickness of Plank.</b>					
			Outside.	Inside.	
			Keel to Bilge	Foot Waling	3
			Bilge Planks	Bilge Planks	3
			Bilge to Wale	Ceiling in Flat	2
			Wales	Ditto Bilge to Clump	2
			Topsides	Hold Beam Clamps	None
			Sheer Strakes	Deck Beam Ditto	4 1/2
			Plank Sheers	Ceiling twist Decks	5
			Water-Ways	Hold Beam Shells	11" x 5
			Upper Deck	Deck Beam Ditto	None

<b>Copper on Iron.</b>		<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood shaft	1 1/2				
Scarp of Keel	N <sup>o</sup> . 7/8	Bolts thro' the Bilge and Foot Waling	1/4	Hold Beam	Copper
Floor Timber Bolts	1 1/2	Butt End Bolts	5/8	Deck Beam	Iron
Kelson ditto	1 1/2	Lower Pintle of the Rudder	3/4		
Transoms and throats of Hooks	1 1/2				
Arms of Hooks	1				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 24 1/2 inches. — The Space between the Top-timbers is 2 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 Foothooks are composed of English Oak Timber.  
 The other Foothooks and Top Timbers of English Oak  
 The Shifts of the first and second Foothooks are not less than 2 ft 4 in. N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are according to Rule 3 ft 8 in but decrease towards the aft to 2 ft 4 in.  
 The Frame is fairly squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is ditto

The main Frames are all 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 African Oak and the False Kelson of None  
 The Scarphs of the Kelsons are not less than 6 feet — inches.  
 The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm  
 From the first Foothook Heads to the Light Water Mark of English Oak  
 From the Light Water Mark to the Wales of English Oak  
 The Wales and Black-strakes are of African Oak The Topsides of African Oak  
 The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak  
 The Decks of Sauter's first and second State of good  
 The Shifts of the Plank are not less than 6 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 three between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak  
 The Ceiling, Lower Hold, of English Oak Between Decks of English Oak  
 Shelf Pieces of African Oak Clamps of African Oak

**Fastenings.**—To Hold Beams Shelf Clamps & Bolts to beams  
 Deck Beams 5" Clamps and an iron hanging knee to each beam and abutted pieces between ends of beams  
 Number of Breasthooks five of iron Pointers two Crutches Solid Chock Bolts  
 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Copper 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 Shaph. White Surveyor's Name Shaph. White



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

13751 Ton

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
<i>one full suit new</i>	Fore Sails,	120	Chain .....	1 3/4	3	Bower,	<i>Out Oct. 12. 2.0</i>
	Fore Top Sails,	120	Hempen Stream Cable .....	1 1/2	1	Stream,	} <i>sufficient strength</i>
	Fore Topmast Stay Sails,	85	Chain Breeches	1 1/4	2	Kedge,	
	Main Sails,	120	Towlines .....	5 1/2			
	Main Top Sails,	120	Warp .....	5			
and			All of <u>new</u> quality.				

Her standing and Running Rigging new 34 lbs. equal to 7 rope sufficient in size and good in quality.

She has one Long Boat and one life boat & a gig

The present state of the Windlass is Patent Capstan 2 wheel and Rudder good, 2 main & 4 bily. pumps

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

This Vessel is diagonally trussed with iron plates all fore & aft, from the upper deck Clamps to the short floor heads <sup>extending</sup> 5 1/2 wide by 7/8 thick amidships, and 3 1/2 by 1/2 forward and aft spaced 3/6 apart and trussed the reverse way with 3" English oak planks from the <sup>upper</sup> Clamps to the bilge planks spaced 3 feet apart the scantling of the frame from the floor timbers upwards is less than the rules require and the shifts of the ~~1st~~ 2 footboards altho' according to rule amidships decrease forward & aft to 2/3 as what they should be - these deficiencies are in some measure compensated by the diagonal iron trussing and the additional thickness of the planking - She is propelled by two oscillating engines of 30 horses power each

If Sheathed, Doubled, Felted, or Coppered None When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 10 A 1

The Amount of the Fee.....£ 3 :- is received by me, H

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 15th Oct. 1884

Character assigned A 1 for 10 years

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