

Survey on frame 18 Oct 1853, 30 Nov, 3 Dec, 25 Jan, 27 Jan, 16 March, 7 April, 11/5/54
No. 732 Survey held at Lowry Date final 8 May 1854
on the Charlotte Ann Master
Tonnage Old 452 Built at Lowry When built 1854
By whom built Messrs John & R White Owners E. J. Wheeler
Port belonging to London Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock

Length aloft 129 Feet. Inches. Extreme Breadth 27 Feet. Inches. Depth of Hold 17 Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	12 1/2	Moulded	12 10 1/2	Keel to Bilge	4	Limber Strakes	4
1st Foothooks	10 1/2	"	10 1/2 9 1/4	Bilge Planks	4	Bilge Planks	4
2nd Ditto	9 1/2	"	9 1/4 8 3/4	Bilge to Wales	4	Ceiling in Flat	3
3rd Ditto	8 1/2	"	9 8 1/4	Wales	5	Ditto Bilge to Clamp	3
Top Timbers	8 1/2	"	7 6	Short Hoods	3 1/2	Hold Beam Clamps	4
Deck Beams N° <u>26</u> Average Space <u>3 ft 4 in</u>	9	"	9 7 1/4	Topsides	3	Deck Beam Ditto	3
Hold Beams N° <u>16</u> Average Space <u>7 ft 4 in</u>	10 1/2	"	12 10 1/2	Sheer Strakes	4	Ceiling 'twixt Decks	2 1/2 to 3 1/4
Keel <u>inform length of English Oak</u>	12	"	14	Plank Sheers	3 3/4	Hold Beam Shelves	6 by 10
Keelsons <u>inform length of English Oak</u>	15	"	14 1/2	Water-Ways	5	Deck Beam Ditto	8 by 9
Scarphs of Ditto <u>6 by 9 inches</u>				Upper Deck	3		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.			
	Copper Inches.	Iron Inches.	
Heel-Knee, and Deadwood abaft	1 1/4		Transoms and throats of Hooks .. 1 1/8
Scarphs of Keel.....N° 7	1		Arms of Hooks 1 3/8
Floor Timber Bolts			Bolts thro' Bilge & Limber Strakes 7/8
Kelson ditto	1 3/16		Butt End Bolts 3/4
			Lower Pintle of the Rudder 3 1/2
			Hold Beam 1
			Deck Beam 3/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 3 ft 4 in; N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 ft 2 in The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is Cross chocked with a Butt at each end of the chock. Top timbers scarphed square heads & keel moulded The Main Keelson is English Oak and free from all defects. The False Keelson is The Deck Beams consist of English Oak The Hold Beams of English Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm From the above named Height to the first footlock head American, Dutch, & English Oak From the first footlock head to the Wales Oak and English Oak The Wales and Black-strakes are Oak & English Oak The Topsides Oak & English Oak The Sheer-strakes Oak & English Oak and Plank-sheers Oak & English Oak The Water-ways Oak & English Oak The Decks American Yellow pine State of Good The Shifts of the Planking are not less than 8 ft 6 in 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 strakes between

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

Fastenings.—To Hold Beams 4 pair of iron hanging knees, 2 pair of iron staple standard fore & aft knees in the wake of main mast, 1 on the top of the hold beam with four yellow metal bolts in the arm up the side and 4 iron bolts in the arm along the beam Deck Beams Moulded and dovetailed into the shelf with 13 pair of iron hanging knees

Number of Breasthooks 7 of iron & 1 of pig. Oak Pointers 2 of iron Crutches 2 of iron Butts End Bolts are of yellow metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treennails of Oak & English Oak How Made Turned General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature _____
SEYFANG AND CO., PRINTERS, FARRINGTON STREET, LONDON.

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
	Fore Sails,	Chain				Bower,	
	Fore Top Sails,	Hempen Stream Cable					
	Fore Topmast Stay Sails,	Hawser				Stream,	
	Main Sails,	Towlines					
	Main Top Sails,	Warp				Kedge,	
and		All of _____ quality.					

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has One Long Boat and two other boats

The present state of the Windlass is fit Capstan well Rudder good Pumps two metal

General Remarks—Statement and Date of Repairs.

The materials used in this vessel are all of good quality and none inferior to those required by the Society's Rule, for the Thirteen Year Grade. The planking Beams &c of the poop and top gallant fore-castle are agreeable to the Rule. Four pairs of Iron hanging knees to the fore-castle deck beams; and one pair of staple standard Iron knees on the after beam. Four pairs of Iron hanging knees to the poop deck beams; and one pair of staple standard Iron knees to the foremast beam of the poop. Four pairs of Iron knees on the top of the main deck running up the side of the poop and fastened through the side with four Iron bolts in each knee. The poop and fore-castle beams are dovelled into the shelf and bolted through the shelf and water way. A large Iron hook or transom passing round the stern immediately above the deck and well along the side and well bolted through. All the bolts in outside planks are yellow metal to the top of the plank sheer and also the main deck to the entire inclusion of Iron bolts.

There is nothing whatever in the Construction or materials of this vessel to interfere with her being fairly entitled to the Thirteen Year Grade except the top side and keel. The former is an inch too thin. The Builders state that they were cut out before the Rule was altered. The keel is a little smaller sided than the Rule require but it is on the other hand a little deeper moulded than the Rule require.

This vessel will be towed to London to fit out

If Sheathed, Doubled, Felted, or Coppered Yellow metal on paper When last done 1854

I am of opinion this Vessel should be Classed Thirteen Year A

The Amount of the Fee.....£ 5 : - : is received by me, W. J. B. King

May Special£ 22 : 12 :

Certificate (if required)£ : :

Committee's Minute 185

Character assigned



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