

1994

No. 1994 Survey held at Sunderland Date May 1841
 on the Ship "Charles Stuart" Master J. B. Nelson
 Tonnage 196 Built at Sunderland When built 1841
 By whom built J. C. Alcock Owners E. & D. Nelson
 Port belonging to Shoreham Destined Voyage Shoreham
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet. <u>79</u> Inches. <u>0</u>	Extreme Breadth	Feet. <u>24</u> Inches. <u>0</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>3</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space..... each	Inches. <u>11</u>		Outside.	Inches.	Inside.	
Floors..... sided	<u>11</u>	Moulded	Keel to Bilge	<u>2 1/2</u>	Foot Waling	<u>3</u>
1 st Foothooks.....	<u>8 9</u>	"	Bilge Planks	<u>4</u>	Bilge Planks	<u>1 1/2</u>
2 nd Ditto.....	<u>8</u>	"	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u> Ends
3 rd Ditto.....	<u>7 8</u>	"	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2 1/2</u> do.
Top Timbers	<u>6 7</u>	"	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>1 1/2</u>
Deck Beams N ^o . of <u>17</u>	<u>8 1/2</u>	"	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams N ^o . of <u>10</u> <i>average</i>	<u>10 1/2</u>	"	Plank Sheers.....	<u>2 3/4</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	<u>10</u>	"	Water-Ways	<u>4 1/2</u>	Hold Beam Shelves	<u>12 1/2</u> 8 by 4
Kelsons	<u>11</u>	"	Upper Deck	<u>2 1/4</u>	Deck Beam Ditto.....	"

Copper.		Size of Bolts in Fastenings.		Iron:	
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>				
Scarp of Keel..... N ^o . <u>8</u>	<u>3/4</u>	Bolts thro' the Bilge and Foot Waling	<u>3 1/2</u>	Hold Beam	<u>7/8</u>
Floor Timber Bolts	<u>7/8</u>	Butt End Bolts	<u>3/8</u>	Deck Beam	<u>3/4</u>
Kelson ditto	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>2 1/8</u>	same in Iron above the Copper..... }	
Transoms and throats of Hooks	<u>7/8</u>				
Arms of Hooks	<u>1 1/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 11 to 12 Inches. The Space between the Top-timbers is 3 to 4 Inches. The Stem, Stern Post, are composed of Foreign Oak—the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & Foreign Oak and are gently free from all defects. The Floors and first Foothooks are composed of English and Hambro' Oak Timber. The other Foothooks and Top Timbers of English and Hambro' Oak. The Shifts of the first and second Foothooks are not less than 3/4 to 3/8 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are fair. The Frame is totally squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is generally well square. The alternate Frames are not bolted together. Every 6th N. B. If not, state how bolted. to 2 heads. The Butts of the Timbers are gently close together; their thickness not less than 1/8 to 1/4 of the entire moulding at that place. The Frame is not chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer^{ca} Oak and the False Kelson of Amer^{ca} Oak. The Scarphs of the Kelsons are not less than 8 feet 0 inches. The Deck and Hold Beams are composed of Stettin Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer^{ca} Elm. From the first Foothook Heads to the Light Water Mark of Amer^{ca} Oak and Elm. From the Light Water Mark to the Wales of Stettin Oak. The Wales and Black-strakes are of Stettin Oak in midships. Ends Eng^l Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of Stettin & English Oak. The Water-ways of English & Stettin Oak. The Decks of Yellow Pine. State of —. The Shifts of the Planking are not less than gently 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 Two and Three between

Planking Inside.—The Limber-strakes are composed of Amer^{ca} Oak. the Bilge Planks of Am^{er} & Stettin Oak. The Ceiling, Lower Hold, of Am^{er} & Stettin Oak. Between Decks of Red Pine. Shelf Pieces of Amer^{ca} Oak. Clamps of Stettin & English Oak.

Fastenings.—To Hold Beams Iron Staple round one Timber, and Stinger above and below. Deck Beams 6 Beams fastened with one Wood piece and an Iron Lug Piece. remainder of Beams secured with 2 Wood pieces. Number of Breasthooks None. Pointers one pair. One Iron Crutches & 2 Transom pieces each side. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship Reasonably Good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name

John Brunton

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	180	Chain	1	3	Bower,	8 ^c ₂ : 8 ^c ₇
1	Fore Top Sails,	80	Hempen Stream Cable	7	1	Stream,	3 ^c ₄
2	Fore Topmast Stay Sails,	60	Hawser	3 ^c ₄	1	Kedge,	1 ^c ₂
1	Main Sails,	80	Towlines	5			
2	Main Top Sails,	2	Warp: &c. for each	4 ^c ₂ & 3 ^c ₂			
and <u>Suff^t in other sails</u>			All of <u>good</u> quality.				

Her Standing and Running Rigging is of hemp, sufficient in size and good in quality.

She has One Long Boat and Skiff.

The present state of the Windlass is Suff^t Capstan Which Suff^t and Rudder & Braces Suff^t with patent punches

General Remarks—Statement and Date of Repairs.

The principal part of the Frame is of Hambro Oak, except the upper Top Timbers are mostly of Dry Oak all of fair scantling and generally good quality: a few of the Dry Timbers are wavy and Sappy: but the whole the Frame is fairly and sufficiently square for the Class; The scantling and quality of Beams. Knee Hooks appear good and sufficient and jolly well squared

The Outside Plank is all sawn from Lops apparently good quality fairly wrought and shifted and well chand of Sep: Runners of Dry & Lops Oak

The Inside Plank is all sawn from Lops - part of it foxey and inferior quality -

Upper and Lower deck Beams. Knee Hooks &c all well and securely fastened

Commenced building in February 1841 launched May 1841 was surveyed as follows $\frac{1}{4} : \frac{15}{4} : \frac{29}{4} : \frac{18}{5} : \frac{22}{5}$ and many other times

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 7 A. 1.

The Amount of the Fee.....£ 2 : -- : is received by me,

Special£ 7 : 7 : 0

Committee's Minute 25th May 1841

Character assigned A 1 for 7 years



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