

3892 Survey held at Sunderland Date 10. May 1849
 the Barque "Change" Master G. Franklin
 Tonnage 364 Built at Sunderland When built 1849
 By whom built Messrs R & W Hutchinson Owners Collinson & Co
 Port belonging to Hull Destined Voyage California
 If Surveyed Afloat or in Dry Dock in the building

Length aloft 104 Feet. 4 Inches. Extreme Breadth 20 Feet. 0 Inches. Depth of Hold 10 Feet. 4 Inches.

Scantlings of Timber.

Room and Space	Inches.	Inches.	Inches.
Floors.....sided	<u>11 1/2</u>	Moulded	<u>11 1/2</u> <u>9 1/2</u>
1st Foothooks.....	<u>9</u>	"	<u>9 1/2</u> <u>-</u>
2nd Ditto.....	<u>9</u>	"	<u>9</u> <u>-</u>
3rd Ditto.....	<u>9 1/2</u>	"	<u>-</u> <u>-</u>
Top Timbers.....	<u>9 1/2</u>	"	<u>-</u> <u>11 3/4</u>
Deck Beams N° <u>16</u> Average Space } <u>4 ft</u>	<u>9</u>	"	<u>9</u> <u>6</u>
Hold Beams N° <u>15</u> Average Space } <u>5. 10</u>	<u>11 1/2</u>	"	<u>11 1/2</u> <u>0 1/2</u>
Keel.....	<u>11 1/2</u>	"	<u>9 1/2</u> <u>-</u>
Kelsons.....	<u>12 1/2</u>	"	<u>22</u> <u>-</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Limber Strakes.....	<u>3 1/2</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>3 1/4</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>2 3/4</u>
Topsides.....	<u>2 3/4</u>	Hold Beam Clamps.....	<u>4</u>
Sheer Strakes.....	<u>3 1/4</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3 1/4</u>	Ceiling 'twixt Decks.....	<u>2 3/8</u>
Water-Ways.....	<u>5 1/2</u>	Hold Beam Strakes.....	<u>4</u>
Upper Deck.....	<u>3</u>	Deck Beam Ditto.....	<u>4</u>

Size of Bolts in Fastenings, distinguishing whether

Copper	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1 1/2</u>	Hold Beam.....	<u>1</u>
Scarphs of Keel.....N° <u>0</u>	<u>2 1/2</u>	Deck Beam.....	<u>3/8</u>
Floor Timber Bolts.....	<u>1</u>		
Kelson ditto.....	<u>1</u>		
Transoms and throats of Hooks.....	<u>1</u>		
Arms of Hooks.....	<u>1/2</u>		
		Bolts thro' the Bilge and Limber Strakes....	<u>3/8</u>
		Butt End Bolts.....	<u>1/2</u>
		Lower Pintle of the Rudder.....	<u>3/8</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are app^{ly} 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 1/4 of the breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

The Main Kelson is composed of Mahogany & English Oak and the False Kelson of Amer^{ic} Oak

The Scarphs of the Kelsons are not less than 6 1/2 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 Amer^{ic} Elm

From the first Foothook Heads 6 ft up to the Light Water Mark of Stettin Oak

From the Light Water Mark to the Wales of South Amer^{ic} hard wood, English Oak & Mahogany

The Wales and Black-strakes are of English Oak & Mahogany The Topsides of Mahogany

The Sheer-strakes and Plank-sheers of English Oak & Mahogany The Water-ways of South Amer^{ic} hard wood & English Oak

The Decks of Yellow Pine State of good

The Shifts of the Planking are not less than 57 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 free between

Planking Inside.—The Limber-strakes are composed of South Amer^{ic} hard wood & for Oak the Bilge Planks of 1st Amer^{ic} & for Oak

The Ceiling, Lower Hold, of South Amer^{ic} & for Oak Between Decks of South Amer^{ic} hard wood & for Oak

Shelf Pieces of _____ Clamps of South Amer^{ic} hard wood, English Oak & Mahogany

Fastenings.—To Hold Beams Horizontal Iron knees, seven pair of iron hanging knees below & five pair of iron stopper standards knees from above

Deck Beams One wood knee, and one iron hanging knee to each beam end, in midships, at the ends wood knees

Number of Breasthooks Set of Wood & Iron Pointers One pair One Crutch & three pair Transom knees

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. Treenails of English Oak

General Quality of Workmanship Good

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

Builder's Signature A. W. Hutchinson Surveyor's Signature Thomas Lawrence

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,	240	Chain	1 5/16	2	Bowery 16-1-2 x 15-3-0
2	Fore Top Sails,	70	Hempen Stream Cable	0	1	Stream, 15-1-23
2	Fore Topmast Stay Sails,	60	Hawser	7 1/2	2	Kedge 4-1-26 x 1-3-4
1	Main Sails,	75	Towlines	5 1/2		
1	Main Top Sails,	75	Warp	4 1/2		
and <u>thus as usual</u>			All of <u>good</u> quality.			

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

She has one Long Boat and two others

The present state of the Windlass is secure Capstan Pinch and Rudder and Pumps secure

General Remarks—Statement and Date of Repairs.

The lower boards of this Barge are of Spruce, I have consulted my colleagues, and find it has not been the practice in this Port to use this kind of wood for that purpose, I have never known any board but Red Pine used. I wish to leave it to the Committee to decide on its fitness

If sheathed, doubled, Felted, or Coppered sheathed with 1/2 inch metal to the water When last done at this time

I am of opinion this Vessel should be Classed 11th

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Henry

Special£ 10 : 4 : 0

Certificate (if required)£ : :

Committee's Minute 22nd May 1849

Character assigned A

*last in 24 hours
clapsing conference*

Thomas Lawrence



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Foundation