

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. Inches. Extreme Breadth 20 Feet. Inches. Depth of Hold 10 4 Feet. Inches.

Room and Space	Scantlings of Timber.			Thickness of Plank.	
	Inches.	Inches. Middle	Inches. Ends	Outside.	Inside.
Floors	11 1/2	Moulded 11 1/2	9 1/2	Keel to Bilge 3	Limber Strakes 3 1/2
1st Foothooks	9	9 1/2	-	Bilge Planks 4	Bilge Planks 4
2nd Ditto	9	9	-	Bilge to Wales 3 1/4	Ceiling in Flat 2 1/2
3rd Ditto	9 1/2	-	-	Wales 4 1/2	Ditto Bilge to Clamp 2 3/4
Top Timbers	10 1/2	-	11 3/4	Topsides 2 3/4	Hold Beam Clamps 4
Deck Beams N° 16	4 1/2	9	6	Sheer Strakes 3 1/2	Deck Beam Ditto 3
Hold Beams N° 15	5 1/2	11 1/2	10 1/2	Plank Sheers 3 1/4	Ceiling 'twixt Decks 2 3/8
Keel	11 1/2	9 1/2	-	Water-Ways 5 1/2	Hold Beam Strakes <u>shirking</u> 4
Kelsons	12 1/2	22	-	Upper Deck 3	Deck Beam Ditto 3

Copper	Size of Bolts in Fastenings, distinguishing whether		Iron.
	Inches.	Inches.	
Heel-Knee, and Dead Wood abaft	Yellow Metal	Copper or Iron	
Scarphs of Keel N° 0	3/8	Hold Beam	1
Floor Timber Bolts	1/2	Butt End Bolts	3/8
Kelson ditto	1	Lower Pintle of the Rudder	3/8
Transoms and throats of Hooks	1		
Arms of Hooks	3/8		

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 1/3 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 1 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 10 feet 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 27 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 True between

Planking Inside.—The Limber-strakes are composed of South Amer^{ic} hard wood & fir the Bilge Planks of 1st Amer^{ic} & fir oak. The Ceiling, Lower Hold, of South Amer^{ic} & fir oak. Between Decks of South Amer^{ic} hard wood & fir oak. Shelf Pieces of South Amer^{ic} hard wood, English Oak & Mahogany. 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 stopp standard 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 1/2 of wood & iron Pointers One pair One Crutches & 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	7/8	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 ~~Captan~~ Wheel and Rudder and Pumps secure

General Remarks—Statement and Date of Repairs.

The lower Gards. of this Barque 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 Wood 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" metal to the water When last done at this time

I am of opinion this Vessel should be Classed With

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

Special

Special£ 10 : 4 : 0

Thomas Lawrence

Certificate (if required)£ : :

Committee's Minute 29th May 1847

Character assigned A

*and in 24 hours
Clapnet conferred*



© 2021

Lloyd's Register Foundation