

No. 4531 Survey held at Sunderland

Date

Rec 11/57

June 28

1857

on the

Ship "Chalmers"

Master

Henry Smith

Tonnage

Old 548

Built at

Sunderland

When built 1857

By whom built

James Laing

Owners

James Laing

Port belonging to

Sunderland

Destined Voyage

Ceylon

If Surveyed while Building, Afloat, or in Dry Dock

during Building

Length aloft		Feet. Inches.		Extreme Breadth		Feet. Inches.		Depth of Hold		Feet. Inches.	
		13/6				29/10				20/9	
Scantlings of Timber.				Thickness of Plank.							
Room and Space		Inches.		Inches.	Inches.	Outside.		Inches.	Inside.		Inches.
Floors.....sided		13/2	Moulded	13/2	11	Keel to Bilge		3/4	Limber Strakes		4
1 st Foothooks		11/2	"	10/2		Bilge Planks		5	Bilge Planks		5
2 nd Ditto		11	"	9/2		Bilge to Wales		4	Ceiling in Flat		3
3 rd Ditto		9/2	"	7/2		Wales		5/2	Ditto Bilge to Clamp		3
Top Timbers		9/4	"	5/2		Short Hoods		3/4	Hold Beam Clamps		5
Deck Beams N ^o 25		10	"	9/2	7/2	Topsides		3	Deck Beam Ditto		9 tapering to 4
Hold Beams N ^o 22		13/2	"	13/2	10	Sheer Strakes		4	Ceiling 'twixt Decks		2 1/2
Keel		14	"	14		Plank Sheers		4	Hold Beam Shelves		12 tapering to 4
Keelsons		15	"	15 1/2		Water-Ways		10 3/2	Deck Beam Ditto		11
Scarphs of Ditto		4 ft 10 in				Upper Deck		3 1/2			

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/3 Inches. The Space between the Top-timbers is 3 1/5 Inches. The Stem, Stern Post, consist of Eng Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, and Deadwood, of Eng Oak and are appy free from all defects.

The Floors consist of Eng Oak The First Foothooks of Eng Oak Timber.

The Second Foothooks of Eng & Up Oak The Third Foothooks of Eng Oak The Top Timbers of Eng Oak

The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

The Frame is Eng well squared from the first Foothook Heads upwards, and Eng free from sap, and from thence downwards, the frame is Eng 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 all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is Eng chocked with 1 Butt at each end of the chock.

The Main Keelson is Eng free from all defects.

The False Keelson is all

The Deck Beams consist of Eng The Hold Beams of Eng The Knees of Eng

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Amer Elm

From the above named Height to the Light Water Mark Eng & Amer Oak

From the Light Water Mark to the Wales Teake

The Wales and Black-strakes are Teake

The Topsides Teake

The Sheer-strakes Teake and Plank-sheers Teake

The Water-ways Teake

The Decks 1/2 Pine

State of

The Shifts of the Planking are not less than 5 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 Eng Oak & Teake the Bilge Planks Teake Eng Oak & 1/2" heart

The Ceiling, Lower Hold, Teake & Eng Oak Between Decks Teake

Shelf Pieces Teake 1/2" heart & Eng Oak Clamps Teake

Fastenings.—To Hold Beams from outside Timbers from beam to beam, shelf on top and 1 pair down hanging knees also 1 pair of iron knees in lower hold Deck Beams from hanging knees alternate hanging knees and staple standard

Number of Breasthooks 1 pair from Crutches 1 pair from Crutches 1 pair from Crutches

Butts End Bolts are of 1/2 Metal in the Bottom, and the Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched.

Treenails of Eng Oak & 1/2" heart

General Quality of Workmanship very good

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

Builder's Signature James Laing

Surveyor's Signature

Thos. B. Ames

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 .	Weight.
2	Fore Sails,	Chain	135 1 1/2	3	28.0.4
2	Fore Top Sails,	Hempen Stream Cable	135 1 1/2		28.1.8
2	Fore Topmast Stay Sails,	Hawser	70 8		24.5.20
1	Main Sails,	Towlines	65 1	1	10.0.0
2	Main Top Sails,	Warp	80 6 1/2		
	and <u>others as usual</u>	All of <u>good</u> quality.	80 5 1/2	1	3 1/2
			40 4 1/2		

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

She has one Long Boat and two other boats

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

General Remarks—Statement and Date of Repairs.

This ship was regularly surveyed during Scudding
The exterior of this vessel including the flat of the upper
deck is fastened with yellow metal to the entire
exclusion of iron—

See letter annexed to No. 4585.

~~is~~ Sheathed, ~~Doubled, Felted, or Coppered~~ with yellow metal to the top of water last done

I am of opinion this Vessel should be Classed B. N. 1

The Amount of the Fee.....£ 5 : " : " is received by me,

under No. 9. Special£ 27 : 8 : "

Certificate (if required)£ " : " : "

Committee's Minute 8th July 1851

Character assigned A 1 by 13 Jan

Ros. B. Simey



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Foundation