

No. 4780 Survey held at Sunderland Date 25th Aug 1852
on the Ship "Rose of Sharon" Master John Thompson
Tonnage Old 730 Built at Sunderland When built 1852
By whom built W. Wilkinson Owners J. Miller
Port belonging to Newcastle Destined Voyage Calcutta
If Surveyed while Building, Afloat, or in Dry Dock During building

Length aloft 153 Feet. 0 Inches. Extreme Breadth 32 Feet. 0 Inches. Depth of Hold 21 Feet. 6 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	14	Moulded	14	Keel to Bilge	4	Limber Strakes	4
1 st Foothooks.....	12	"	12	Bilge Planks	5 1/2	Bilge Planks	5
2 nd Ditto.....	11	"	10	Bilge to Wales	4 1/2	Ceiling in Flat	3 1/4
3 rd Ditto.....	10 1/2	"	9	Wales	5 1/2	Ditto Bilge to Clamp	3 1/2
Top Timbers	10	"	9	Short Hoods	4 1/2	Hold Beam Clamps	8
Deck Beams N ^o <u>25</u> Average Space } <u>4ft 9</u>	10 1/2	"	10 1/2	Topsides	3 1/2	Deck Beam Ditto	6
Hold Beams N ^o <u>23</u> Average Space } <u>4ft 6</u>	14	"	14	Sheer Strakes	4 1/2	Ceiling 'twixt Decks	3
Keel	14	"	15	Plank Sheers	4 1/2	Hold Beam Shelves	1
Keelsons	16	"	16	Water-Ways	7	Deck Beam Ditto	1
Scarphs of Ditto	7 feet	"	7 1/2	Upper Deck	3 3/4		

Rider Nelson

16 1/2

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	15/16		Transoms and throats of Hooks ..	13/16		Lower Pintle of the Rudder	31/2	
Scarphs of Keel.....N°. 8	11/8		Arms of Hooks	11/8		Hold Beam	13/8	
Floor Timber Bolts	1		Bolts thro' Bilge & Limber Strakes	7/8		Deck Beam	1	
Kelson ditto	13/8		Butt End Bolts	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 5 Inches. The Stem, Stern Post, consist of English & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of African & 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 1/4 of 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 & sound every set of The alternate Frames are 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 all chocked with 1 Butt at each end of the chock. The Main Keelson is Teak & English Oak and free from all defects. The False Keelson is Iron bark The Deck Beams consist of English Oak The Hold Beams of Iron bark & African 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 Light Water Mark S. W. Oak From the Light Water Mark to the Wales Teak & English Oak The Wales and Black-strakes are Teak & African & English Oak The Topsides C. I. Teak The Sheer-strakes Teak & African and Plank-sheers C. I. Teak The Water-ways Teak The Decks Yellow Pine State of Good The Shifts of the Planking are not less than 5 Feet 0 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 Iron bark the Bilge Planks Iron bark & Teak The Ceiling, Lower Hold, Teak Between Decks Mahogany Shelf Pieces Teak Clamps Teak & Iron bark

Fastenings.—To Hold Beams Horizontal Staple Knees & 11 Pair of Vertical Rider Knees

Deck Beams Horizontal Staple Knees & 18 Pair of Vertical & Staple Standards

Number of Breasthooks seven Pointers two Crutches two

Butts End Bolts are of yellow metal in the Bottom, and 4 Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 4m & 6m bolted through and clenched.

Treenails of English Oak How Made Curved

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

Robt Fowler

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.
<i>A complete suit of sails</i>	Fore Sails,	Chain	300	1 ⁵ / ₈	Bower,	3	33.2.-
	Fore Top Sails,	Hempen Stream Cable	80	9 ¹ / ₂			30.3.-
	Fore Topmast Stay Sails,	Hawser	70	1 ¹ / ₂	Stream,	1	29.0.-
	Main Sails,	Towlines	90	6 ¹ / ₂			8.2.4
	Main Top Sails,	Warp	90	6	Kedge,	1	2.8.-
and -		All of <u>good</u> quality.					

Her Standing and Running Rigging New Hemp &c sufficient in size and apparently good in quality.

She has A Long Boat and Gaul - Gig & Quarter boat

The present state of the Windlass is New Capstan New Rudder New Pumps New

General Remarks—Statement and Date of Repairs.

*This Vessel is fastened with Yellow Metal bolts in all
her bindings and external fastenings to the entire
exclusion of Iron (including the Nails in the flat of
the upper deck)*
Robt Fowler

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done 1852

I am of opinion this Vessel should be Classed 13. A. 1 Robt Fowler

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

Special£ 36 : 10 : "

Certificate (if required)£ " : 10 : " *Robt Fowler* *is her Clerk*

Committee's Minute 29 June 1852

Character assigned A 1 for 13 years
Robt Fowler



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