

No. 4931 Survey held at Sunderland Date 26th March 1853
on the Ship Cithrona pr. 1853 Master
Tonnage Old 710 Built at Sunderland When built 1853
By whom built J. Robinson Owners J. Smith
Port belonging to _____ Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft	Feet. 53	Inches.	Extreme Breadth	Feet. 31	Inches. 6	Depth of Hold	Feet. 21	Inches. 3
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches. 30 1/2		Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	sided 13 1/2	Moulded 13 1/2			Keel to Bilge	4	Limber Strakes	4 1/2
1st Foothooks	12	12			Bilge Planks	5	Bilge Planks	5
2nd Ditto	11	10			Bilge to Wales	4	Ceiling in Flat	3 1/4
3rd Ditto	10	9 6			Wales	5 1/4	Ditto Bilge to Clamp	3 1/4
Top Timbers	10	9 6			Short Hoods	4 1/4	Hold Beam Clamps	5
Deck Beams N ^o 26	Average Space } 4 ft 9 in	9 3/4		8	Topsides	3 1/2	Deck Beam Ditto	7
Hold Beams N ^o 23	Average Space } 4 ft 6 in	13		11	Sheer Strakes	4 1/2	Ceiling 'twixt Decks	23 1/4
Keel	15 1/2	15 1/2			Plank Sheers	4	Hold Beam Shelves	c
Keelsons	16	16			Water-Ways	11	Deck Beam Ditto	c
Scarp of Ditto	16	10			Upper Deck	4		
Size of Bolts in Fastenings, distinguishing whether Copper or Iron.								
Heel-Knee, and Deadwood abaft	Copper 15 1/6	Iron 15 1/6	Transoms and throats of Hooks		13 1/6	Lower Pintle of the Rudder		3 1/2
Scarp of Keel	11 1/6	11 1/6	Arms of Hooks		11 1/8	Hold Beam		13 1/6
Floor Timber Bolts	13 1/6	13 1/6	Bolts thro' Bilge & Limber Strakes		7 1/8	Deck Beam		15 1/6
Kelson ditto	13 1/6	13 1/6	Butt End Bolts		3 1/4			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 8 1/2 Inches. The Stem, Stern Post, consist of E. India Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of African & Mora 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 4 feet 6 in. 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 & round 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 A Butt at each end of the chock. The Main Keelson is Greenheart and free from all defects. The False Keelson is Greenheart The Deck Beams consist of Teak & African Oak The Hold Beams of Mora Teak & Greenheart & English 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 White Oak & Teak From the Light Water Mark to the Wales Teak & Greenheart & English Oak The Wales and Black-strakes are Teak & English & Mora & African The Topsides Teak & English Oak The Sheer-strakes Teak & English and Plank-sheers E. I. Teak The Water-ways E. I. Teak The Decks Yellow Pine State of Good 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 Strakes between

Planking Inside.—The Limber-strakes are Mora & English Oak the Bilge Planks Teak & English The Ceiling, Lower Hold, Teak & African & English Between Decks E. I. Teak Shelf Pieces _____ Clamps E. I. Teak & English Oak

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

Deck Beams Horizontal Staple Knees & 23 Pair of Vertical Staple Standard Knees

Number of Breasthooks Seven Pointers four Crutches two

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 4 in & 6 in bolted through and clenched. Treenails of English Oak How Made Circular

General Quality of Workmanship is generally efficient, but rather rough

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 good 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 single suit of sails</i>	Fore Sails,	Chain	300 1 1/2	Bower,	3 35.0
	Fore Top Sails,	Hempen Stream Cable	80 9		34.1.0
	Fore Topmast Stay Sails,	Hawser <i>S. hairs</i>	75 1	Stream,	2 10.0.0
	Main Sails,	Towlines	80 6 1/2		5.0.0
	Main Top Sails,	Warp	80 5 1/2	Kedge,	1 2.1.0
and		All of <u>good</u> quality.	80 4 1/2		

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

She has A Long Boat and Yawl & Quarter boat

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

General Remarks—Statement and Date of Repairs.

This ship is fastened with yellow metal bolts in all her external fastenings, (including the flat of the upper deck) to the entire exclusion of iron.

Robt Fowler

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

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

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

Order No. 27 Special£ 35: 10: "

Certificate (if required)£ : :

Committee's Minute 4th Nov 1853

Character assigned 13 A 1 *[Signature]*



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