

(Last Survey No. 403 Prince Edward Is.)

No. 8253 Survey held at Sunderland Date November 1st 1864

in the Brig "Carrie M. L." Master John Finch

Tonnage Old Built at P. E. Island When built 1864 Launched

By whom built Davidson Owners Alfred Rankin

Port belonging to London Destined Voyage London

Surveyed while Building, Afloat, or in Dry Dock In dry dock

Length aloft Feet. Inches. Extreme Breadth Outside Feet. Inches. Depth of Hold Feet. Inches.

Scantlings of Timber. TImber AND SPACE Floors 1st Foothooks 2nd Ditto 3rd Ditto Top Timbers Deck } N^o Average } Beams } Space } Deck Beams, length amidships Hold } N^o Average } Beams } Space } Hold Beams, length amidships Keel Scarphs of Ditto Keelsons Scarphs of Ditto Outside. Garboard Strakes .. Garboard to Bilge .. Bilge Planks Bilge to Wales Wales Topsides Sheer Strakes Plank Sheers Water- } Upper Deck Ways { Lower Deck Ditto, faying surface against Timbers .. Upper Deck Thickness of Plank. In SHIP. Required per Rule. Inside. Limber Strakes Bilge Planks Ceiling in Flat Ditto Bilge to Clamp Hold Beam Clamps.. Deck Beam Ditto .. Ceiling 'twixt Decks Hold Beam Shelves .. Deck Beam Ditto ..

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails. Copper or Y.M. in Ship. Iron in Ship. Inches required per Rule. Transoms and throats of Hooks Arms of Hooks Thro' Bilge & Limber Strakes Thickstuff over Double Floors Butt End Bolts Pintles of the Rudder Hold Beam } Waterway .. Bolts in } Knees Shelf or Clamp Deck Beam } Waterway .. Bolts in } Knees Shelf or Clamp Nails or Bolts in Flat of Deck Treenails Inches

Timbering.—The Space between the Floor Timbers and Lower Foothooks is Inches. The Space between the Top-Timbers is Inches. The Floors consist of The First Foothooks of The Second Foothooks of The Third Foothooks and Top Timbers of The Shifts of the First and Second Foothooks are not less than N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are The Frame is squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is The Frames are bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place. The Frame is chocked with Butt at each end of the chock. The Main piece of Rudder is of Windlass is The Keel is The Main Keelson is and free from all defects. The Stem, and Stern Post of The Transoms, Knight Heads, Hawse Timbers, and Aprons of Deadwood, of and are free from all defects. The Deck and Hold Beams of The Breasthooks of The Knees of Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is or to the First Foothook Heads } From the above named Height to the Light Water Mark From the Light Water Mark to the Wales The Wales and Black-strakes are The Topsides & Sheer-strakes The Spirketting and Plank-sheers The Water-ways { Upper Deck Lower Deck The Decks State of Shifts of the Planking are not less than 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 between, and without step-butting. Planking Inside.—The Limber-strakes and Bilge-strakes are The Ceiling, Lower Hold, and between Decks Shelf Pieces and Clamps Fastenings.—To Hold Beams Deck Beams r of Breasthooks Pointers Crutches ad Bolts are of in the Bottom: Bolts in each Butt End through and clenched. and Limber Strakes bolted through and clenched. Treenails of How Made kstuff over Double Floors bolted through and clenched. General Quality of Workmanship We certify that the above is a correct description of the several particulars therein given

Builder's Signature Surveyor's Signature

51010-956475

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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 .			<i>Dist. low</i>	Fathoms.	Inches.	<i>Dist</i>	N ^o .	Weight.	<i>Ex. Stock</i>
<i>One</i>	Fore Sails,	Chain	<i>22 3/4</i>	180	1 1/2	Bower, <i>Ordinary</i>	1	8.0.16	
<i>full</i>	Fore Top Sails,	Hempen Stream Cable		75	9	<i>Rodges</i>	1	8.1.15	
<i>cut</i>	Fore Topmast Stay Sails,	Hawser <i>Chain</i>		60	7 1/2	<i>2^d</i>	1	8.1.15	
	Main Sails,	Towlines		90	6 1/2	Stream,	1	3.3.0	
	Main Top Sails,	Warp		90	4	Kedge,	1	1.2.0	
and <i>spare sails as usual</i>			All of <i>Good</i> quality.						

Her Standing and Running Rigging *of hump* sufficient in size and *good* in quality.

She has *One* Long Boat and *one other*

The present state of the Windlass is *Good* Capstan *Good* Rudder *Good* Pumps *2 of iron good*

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35. { 1st. When the Frame is completed _____
2nd. When the Beams are put in, &c. _____
3rd. { When completed, and before the } _____
 { plank be painted or payed } _____

This vessel has now been recaulked all over and sheathed with yellow metal on feet to 10 feet.

Testing certificates of the Chain cables and Anchors have been produced signed by Mr. P. M. Gladstone London.

Present condition of Caulking of Bottom, *Good* Deck, *Good* and Waterways *Good*

If Sheathed, Doubled, Felted, or Coppered *Yellow metal on feet to 10 feet* When last done *1864*

I am of opinion this Vessel should be Classed *7 A 1*
(A & C.P.)

The Amount of the Fee, *Change of Owners* £ 1 : 0 : 0 is received by me,

Special£ 1 : 1 : 0

Certificate£ : 5 : 0

Committee's Minute *14th November 1864*

Character assigned *7 A 1*
(A & C.P.)



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