

No. 415 Survey held at Hull Date August 25 1835
on the Bank Carl Johan Master Christian Rampe
Tonnage 243 Built at Danmark When built unknown
By whom built _____ Owners Jettie & Hedberg
Port belonging to Stockholm Destined Voyage Stockholm
If Surveyed Afloat or in Dry Dock Eggsous upper dock

Length aloft.....	Feet. <u>90</u> Inches.	Extreme Breadth	Feet. <u>24</u> Inches. <u>5</u>	Depth of Hold	Feet. <u>15</u> Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	each	Inches.	Outside.	Inches.	Inside.
Floors.....	sided	Moulded	Keel to Bilge	<u>9</u>	Foot Waling.....
1 st Foothooks.....	<u>not seen</u>	"	Bilge Planks	<u>3</u>	Bilge Planks
2 nd Ditto.....	"	"	Bilge to Wales	<u>3</u>	Ceiling in Flat
3 rd Ditto.....	"	"	Wales	<u>5</u>	Ditto Bilge to Clamp
Top Timbers	"	"	Topsides	<u>3</u>	Hold Beam Clamps
Deck Beams	"	<u>Balast post 5 1/2</u>	Sheer Strakes	<u>4</u>	Deck Beam Ditto.....
Hold Beams	"	<u>9 1/2</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks
Keel	"	<u>10</u>	Water-ways	<u>9</u>	Hold Beam Shelves
Kelsons	"	<u>9</u>	Upper Deck	<u>1 1/2</u>	Deck Beam ditto
	"	<u>18</u>		<u>2</u>	

Copper. <u>Iron</u>		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches.	Copper. <u>Iron</u>	Inches.	Hold Beam.....	Inches.
Scarp of Keel.....	N ^o .	Bolts thro' the Bilge and Foot Waling.....		Deck Beam	
Floor Timber Bolts.....		Butt End Bolts		same in Iron above the Copper	
Kelson ditto.....		Lower Pintle of the Rudder			
Transoms and throats of Hooks					
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is not seen Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of two parts of oak and pine and are not free from all defects.

Her Floors and first Foothooks are composed of _____ Timber.

Her other Foothooks and Top Timbers of _____

Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many. not seen

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 alternate Frames are _____ bolted together.

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 Kelson is composed of Iron and the False Kelson of Iron

The Scarphs of the Kelsons are not less than _____ feet _____ inches. not found

The Deck and Hold Beams are composed of mostly Oak, some Iron

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Oak for as much

From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of _____

The Wales and Black-strakes are of Iron

The Topsides of Iron

The Sheer-strakes of Iron, a short Oak plank all round the way Chane bolts

The Gunwales of Oak Water-ways of Iron

The Shifts of the Planking are not less than _____ Feet _____ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. No part of equally no the shifts

Planking Inside.—The Clamps are composed of Iron & Oak the Stringers of Iron

The Bilge Planks of Iron & Oak and the remainder of the Ceiling of Iron & Oak

Fastenings.—To Hold Beams 1 large Iron screw from each beam

Deck Beams two cross running lines from each beam

Number of Breasthooks Three Oak Pointers none, but sharp at Crutches one short Oak

Butts End Bolts are of Iron in the Bottom, and 142 Bolt in each Butt End through and clenched.

Bilge and Footwaling one bolted through and clenched. many bolts clenched this also one

General Quality of Workmanship rough workmanship hip inside, fair outside

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

Builder's Name _____

Surveyor's Name Mr. H. B. Briggs

Her Masts, Yards, &c. are in _____ condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	80	Chain	1	3	Bower, & now got the third
2	Fore Top Sails,	105	Hempen Chain Cable.....	13	1	Stream,
2	Fore Topmast Stay Sails,	60	" Chain "	11	1	Kedge,
1	Main Sails,	105	Hawser	8		All of proper weight, <i>yes</i>
2	Main Top Sails,	120	Towlines	5		
	and <i>substantial small sails</i>		Warp			
			All of <i>good</i> quality.			

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

She has *new* Long Boat and *folly Boat*

The present state of the Windlass is *good* Capstan *good* and Rudder *appears new*
intended to be altered

General Remarks—Statement and Date of Repairs.

This vessel by a Brief or Swedish Senate Bill is described to have been rebuilt in 1838, stating the planks to be new from the Keel to within two planks of the paint strake with Fir & Oak, & some timbers put in, but not a detailed account.

By appearance the above has been done, also the Keel, Sternpost, Sticks, Quadrant, Crotch, aft & several Beams appear sound, most of the building is in fair condition, mostly fir, part Oak at the ends, but about four hatch ways under the hold & deck beams it is all defective. She has lately had new Watways & Oak covering boards, & the Decks are good.

The fore hold is nearly full of coals & over the timbers bauls which are bolted down, having no air holes, not a timber is to be seen except in way of Ballast ports - One hold Beam is broken & secured with a stout clamp across the ship & thwarts - 1 hold B^m line broken, & 3 or 4 each side require refastening - the Captains promises to repair these defects at Stockholm & when the timbers are his return to Hull.

The Sheathing now waits up all over, several pieces rotted taken out & replaced with 1st & 2nd iron paper - the bottom in good condition as to caulking & soundness, & all seem Oak - she has many hold Beams mostly Oak.

It will be necessary to know more about this vessel on her return, in mean time I thought it better to take her as well as I could.

If Sheathed, Doubled, or Felted, *Sheathed with 1st Butte Fir over paper*

and Date when last done *up 1838*

And *I* of opinion this Vessel should be Classed *F. 1*

The Amount of the Fee.....£ *1* : *1* : is received by me, *M. R. Brighams*

Committee Minute *2nd Sept* 183 *6*

Character assigned *F. 1* *JD*