

No. 3304 Survey held at London Date April 3<sup>rd</sup> 1837  
 on the Mt Hawksburg Master Woodward  
 Tonnage 418 Built at Rowden in the Isle of Wight When built 1802  
 By whom built — Owners J B Chaplin  
 Port belonging to London Destined Voyage India  
 If Surveyed Afloat or in Dry Dock Afloat

3304

Length aloft..... Feet. [inches] Extreme Breadth..... Feet [inches] Depth of Hold..... Feet [inches]

**Scantlings of Timber.**

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Timber and Space.....	25		12		10	
Floors.....	12		10		13	
1 <sup>st</sup> Foothooks.....	10		13		13	
2 <sup>nd</sup> Ditto.....	10		13		13	
3 <sup>rd</sup> Ditto.....	10		13		13	
Top Timbers.....	11		10		13	
Deck Beams.....	11		10		13	
Hold Beams.....	13		13		13	
Keel.....	13		13		13	
Kelsons.....	13		13		13	

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	—	Foot Waling.....	4
Bilge Planks.....	—	Bilge Planks.....	3
Bilge to Wales.....	—	Ceiling in Flat.....	3
Wales.....	—	Ditto Bilge to Clamp.....	3
Topsides.....	—	Hold Beam Clamps.....	4
Sheer Strakes.....	—	Deck Beam Ditto.....	4
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	3	Hold Beam Sheers.....	4
Upper Deck.....	3	Deck Beam ditto.....	—

**Copper.**

Heel-Knee, and Dead Wood abaft.....  
 Scarphs of Keel.....  
 Floor Timber Bolts.....  
 Kelson ditto.....  
 Transoms and throats of Hooks.....  
 Arms of Hooks.....

**Size of Bolts in Fastenings.**

**Copper.**

Bolts thro' the Bilge and Foot Waling.....  
 Butt End Bolts.....  
 Lower Pintle of the Rudder.....

**Iron.**

Hold Beam.....  
 Deck Beam.....  
 same in Iron above the Copper.....

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects, good timber for her use  
 Her Floors and first Foothooks are composed of English Oak Timber.  
 Her other Foothooks and Top Timbers of do do  
 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.

The rest of the Shifts of the Frame are \_\_\_\_\_  
 The Frame is fully 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 cup checked with \_\_\_\_\_ Butt at each end of the check.  
 The Main Kelson is composed of Foreign Oak and the False Kelson of the same  
 The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of \_\_\_\_\_

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 \_\_\_\_\_  
 The Topsides of \_\_\_\_\_  
 The Sheer-strakes of English Oak double with iron Decks, and state of good new-upon a  
 The Gunwales of African Oak Water-ways of do  
 The Shifts of the Planking are not less than 5 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.

**Planking Inside.**—The Clamps are composed of \_\_\_\_\_

The Bilge Planks of \_\_\_\_\_ and the remainder of the Ceiling of English Oak

**Fastenings.**—To Hold Beams one iron baling & one iron hanging knee standards

Deck Beams one iron baling & one iron hanging  
 Number of Breasthooks Six Pointers Two Crutches Two  
 Butts End Bolts are of Copper in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.  
 Bilge and Footwaling clenched bolted through and clenched.

General Quality of Workmanship Originality good

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

Builder's Name \_\_\_\_\_

Surveyor's Name P. J. May

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .		
2 Fore Sails,	<i>20</i>	Chain	<i>1 1/2</i>	3 Bower,	
2 Fore Top Sails,	<i>16</i>	Hempen Stream Cable	<i>1</i>	1 Stream,	
2 Fore Topmast Stay Sails,	<i>16</i>	Hawser	<i>6</i>	1 Kedge,	
1 Main Sails,		Towlines		All of proper weight.	
2 Main Top Sails,		Warp			
and <i>are good</i>		All of <i>good</i> quality.			

Her Standing and Running Rigging is heavily fitted 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 and Rudder good

**General Remarks—Statement and Date of Repairs.**

*She was well built ship, the timbering very large & close, considerable part of the frame has now been exposed the defects are very limited, the timbers are in a very fair condition, and is generally secure in her fastenings. The ceiling is indifferent in places, the keels & strops are doubled, and is good.*

*Repairs 1829, additional fastenings bottom constructed with copper, keels, & strops, shear strakes doubled, new Plank Sheers, & Waterways. At the present time, the whole of the spirit-ketting taken down when the bow timbers & aft were found remarkably sound. New Masts under the bowsprit, some new beams, Part new deck, & Plank near the waterways. New spirit-ketting, some of the lower deck fastenings renewed. I am of opinion she is strong & substantial on the whole, and fit for the conveyance of cargo for twelve to ten months on any voyage.*

If Sheathed, Doubled, or Felted, Sheathed & felted  
 and Date when last done 1835 *12th* 1837 *at the Office*  
 And Sam of opinion this Vessel should be Classed 41 *General*  
 The Amount of the Fee.....£ 2 : 2 : 0 is received by me, *John*

Committee Minute 21 April 1837  
 Character assigned 41

*J. B. Blofield*