

No. 349 Survey held at London  
 on the Riptone

Date July 31 1897  
 Master Williams

3694  
 [Signature]

Tonnage 656 Built at Calcutta

When built 1874

By whom built \_\_\_\_\_

Owners Hubber & Co

Port belonging to London

Destined Voyage \_\_\_\_\_

If Surveyed Afloat or in Dry Dock at Black Hawk, has not been decked since then last

Length aloft..... [feet, inches] Extreme Breadth..... [feet, inches] Depth of Hold..... [feet, inches]

**Scantlings of Timber.**

	each sided	Moulded	inches Mid-Ends
Timber and Space.....	each		
Floors.....	sided		
1 <sup>st</sup> Foothooks.....	"	"	"
2 <sup>nd</sup> Ditto.....	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"
Top Timbers.....	"	"	"
Deck Beams.....	Number of <u>24</u>	"	"
Hold Beams.....	Do. Do. <u>25</u>	<u>9 1/2</u>	<u>7 1/2</u>
Keel.....	"	"	"
Kelsons.....	"	"	<u>1 1/2</u>

**Thickness of Plank.**

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

**Size of Bolts in Fastenings.**

	Copper.	Iron.
Heel-Knee, and Dead Wood abaft.....		
Scarphs of Keel.....		
Floor Timber Bolts.....		
Kelson ditto.....		
Timbers and throats of Hooks.....		
Arms of Hooks.....		
Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....
Butt End Bolts.....		Deck Beam.....
Lower Pintle of the Rudder.....		
.....		same in Iron above the Copper.....

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects. As per spec

Her Floors and first Foothooks are composed of Stair to be teak Timber.

Her other Foothooks and Top Timbers of Teak

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 square 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 Teak and the False Kelson of the same

The Scarphs of the Hold Beams are not less than 5 feet inches.

The Deck and Hold Beams are composed of Teak

**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 \_\_\_\_\_ Stated to be of Teak

From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of \_\_\_\_\_

The Topsides of \_\_\_\_\_

The Sheer-strakes of \_\_\_\_\_ Decks, and state of, Teak

The Gunwales of \_\_\_\_\_ Water-ways of \_\_\_\_\_

The Shifts of the Planking are not less than five 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. The Planking is wrought 2 1/2 between, the Stringers of \_\_\_\_\_

**Planking Inside.**—The Clamps are composed of \_\_\_\_\_ and the remainder of the Ceiling of \_\_\_\_\_

The Bilge Planks of \_\_\_\_\_

**Fastenings.**—To Hold Beams the iron bolging of the Ben Hanging Knives & the same

Deck Beams the iron bolging of the Ben Hanging Knives

Number of Breasthooks seven 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 Copper bolted through and clenched.

General Quality of Workmanship Good

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

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

Surveyor's Name J. Lambour

3497 Lon

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	Fathoms.		fathoms.	N <sup>o</sup> .	
2		Chain <u>h. 100</u>	.....	3	Bower, ✓
2	120	Hempen Stream Cable	.....	1	Stream,
2		Hawser	.....		Kedge, ✓
2		Towlines	.....		All of proper weight.
2		Warp	.....		
		All of	.....		quality.

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

She has the Long Boat and two others

The present state of the Windlass is \_\_\_\_\_ Capstan good and Rudder good

X will have another hauler

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

The timbering where seen is sound, the fastenings throughout are firm and secure, the bulwark foreward and aft is somewhat decayed around the fastenings, in other parts it is in good condition. The outside planking is in fair condition, the battens and two of the hooks had been copper bolted, she is stated to have been lengthened and repaired in 1827. She has been in London and repairs, She has fitted & shipped 1834. She is now in an efficient condition fit for the service of any and perishable cargo to & from all parts of the world.

If Sheathed, Doubled, or Felled, Sheathed fitted & shipped  
 and Date when last done 1834 September now about, to be new copper  
 And same of opinion this Vessel should be Classed \* B.  
 The Amount of the Fee..... £ 3 : 3 : — is received by me, John

Committee Minute 4 July 1837

Character assigned H. 1. 7. Certificate

*[Signature]*

*[Signature]*

