

No. 352 Survey held at Sundaland Date Nov. 9<sup>th</sup> 1835 352  
on the Barque Camillus Master Robert Mules  
Tonnage 295 Built at Sundaland When built 1835  
By whom built John Mills Nov. Owners J. Collins  
Port belonging to London Destined Voyage to Demarara  
If Surveyed Afloat or in Dry Dock during the Building  
Commenced Building in May and Launched Nov. 1835

Length aloft.....96<sup>Feet</sup>10<sup>1</sup>/<sub>2</sub><sup>Inches</sup> Extreme Breadth .....26<sup>Feet</sup>6<sup>Inches</sup> Depth of Hold .....18<sup>Feet</sup>6<sup>Inches</sup>

#### Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	3.14		
Floors..... sided	2.12	Moulded	2.4 10
1 <sup>st</sup> Foothooks.....	8.11	"	9
2 <sup>nd</sup> Ditto.....	8.9	"	8.2
3 <sup>rd</sup> Ditto.....	8	"	7.2
Top Timbers.....	7.8	"	5
6 Deck Beams.....	9.9 1/2	"	9.9 1/2 6
4 Hold Beams.....	11.12	"	11.12 8 1/2
Keel.....	11.12	"	9 1/2
Kelsons.....	13	"	14

#### Thickness of Plank.

Outside.	Inches	Inside.	Inches
Keel to Bilge.....	3	Foot Waling.....	4
Bilge Planks.....	4 1/2	Bilge Planks.....	4
Bilge to Wales.....	3 1/2 3	Ceiling in Flat.....	2 1/2
Wales.....	5	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	2 1/2	Hold Beam Clamps.....	4
Sheer Strakes.....	3 1/2	Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	3	Hold Beam Shelves.....	5
Upper Deck.....	3	Deck Beam ditto.....	—

#### Copper.

	Inches
Heel-Knee, and Dead Wood abaft.....	1/8
Scarphs of Keel.....	N <sup>o</sup> . 8 3/4
Floor Timber Bolts.....	7/8
Kelson ditto.....	1 1/8
Transoms and throats of Hooks.....	1
Arms of Hooks.....	7/8

#### Size of Bolts in Fastenings.

##### Copper.

	Inches
Bolts thro' the Bilge and Foot Waling.....	3/4
Butt End Bolts.....	7/8 3/4
Lower Pintle of the Rudder.....	3/8

##### Iron.

	Inches
Hold Beam.....	7/8 1
Deck Beam.....	7/8
same in Iron above the Copper.....	5

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. The Space between the Top-timbers is 3.4.5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of African English Oak and are free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 3/8 to 4/8. N.B. When reported by you less than the prescribed Rule, then state how many. generally run 3-10 to 4 feet long.

The rest of the Shifts of the Frame are 3/4 to 5 feet

The Frame is well squared from the first Foothook Heads upwards, and neatly free from sap, and from thence downwards, the frame is well squared & very free from Sap.

The alternate Frames are all bolted together. wapt the Cant Bodies.

The Butts of the Timbers are all close together; their thickness not less than 3 to 1/4 of the entire moulding at that place.

The Frame is — chocked with a Butt at each end of the chock.

The Main Kelson is composed of African Oak and the False Kelson of Am. 6" Plank (dowelled)

The Scarphs of the Kelsons are not less than 8 feet — inches, dowelled

The Deck and Hold Beams are composed of African Oak; well squared & very clear of Sap.

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Am. 6" Plank and Buck.

From the first Foothook Heads to the Light Water Mark of Foreign White Oak

From the Light Water Mark to the Wales of African English Oak

The Wales and Black-strakes are of African Oak

The Topsides of —

The Sheer-strakes of —

The Gunwales of African Oak Water-ways of African Oak (round Bore)

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 African Oak the Stringers of African Oak (round Bore)

X The Bilge Planks of Foreign White Oak and the remainder of the Ceiling of African English Oak (Foothook to H. Oak)

**Fastenings.**—To Hold Beams Iron Binders fitted on Dowels (pieces of Shell or Iron) (Dowelled) and 10 bar Iron on each side

Deck Beams One W. L. Run on Iron Tray (tray) and 10 Ways Dowelled

Number of Breasthooks Five Pointers one pair Crutches One, also 2 also 2 on each side

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

Bilge and Footwaling all bolted through and clenched.

General Quality of Workmanship Very good throughout

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

Builder's Name

Surveyor's Name

John Bruntage



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> .		cut	cut	cut
2	Fore Sails,	200	Chain	1 1/4	3	Bower,	15	14	13
1	Fore Top Sails,	—	Hempen Stream Cable	—	1	Stream,	4	—	—
2	Fore Topmast Stay Sails,	60	Hawser	1 3/8	1	Kedge,	2	—	—
1	Main Sails,	80	Towlines	8		All of proper weight.			
2	Main Top Sails,	80	Warp	5 1/4					
and is well found in the sails			All of <u>good</u> quality.						

Her Standing and Running Rigging is very well fitted sufficient in size and good in quality.

She has Copper built Long Boat and Copper built skiff both upper fastened

The present state of the Windlass is good } Capstan — and Rudder 5 Braces all good

Syack Dobson on Patent —

John P. Denton

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

Frame of the Vessel is regularly spaced, well milled and shifled, all sound & healthy: <sup>But</sup> Tops Scaped on Foothook heads; The quality of Planking throughout is all good, well wrought and clear of Sap (Four Butts on each side foreheads between but not on the same timber); Trunnels all of Dry Oak sound good—

But for the Foreign white Oak used in the Bilge Planks inside this ship appears to be entitled to stand NA1— I have seen the ship since her arrival in the River and fully concur in the opinion expressed by Mess<sup>rs</sup> Brunton & Denton Geo Bayley

This Vessel was duly surveyed in all her stages  $\frac{20}{7} \div \frac{8}{10} \frac{21}{10} \frac{24}{10}$   
Her general appearance is good Substantial throughout— and fully entitled to a higher Class than the undersigned except for the Bilge Planks inside being of Foreign Oak

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And We are of opinion this Vessel should be Classed NA1.

The Amount of the Fee.....£ 3 : 3 : 0 is received by me,

John Brunton  
John P. Denton

Committee Minute 8 January 1836

Character assigned A 1 for 10 years GP