

No. 1449 Survey held at Sunderland Date Dec 16/4/57  
 on the ship "Schowningee" Master Jos. Brown  
 Tonnage 781 1/2 Built at Sunderland When built 1851  
 By whom built Wm Pile Owners John Hay  
 Port belonging to Sunderland Destined Voyage East India  
 If Surveyed Afloat or in Dry Dock White Building

Length aloft	156 3/4	Extreme Breadth	31 6	Depth of Hold	21 6
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Room and Space	32	Inches Middle		<b>Outside.</b>	<b>Inside.</b>
Floors	14	Moulded	14	Keel to Bilge	Limber Strakes
1st Foothooks	12	"	12	Bilge Planks	Bilge Planks
2nd Ditto	11 1/2	"	11 1/2	Bilge to Wales	Ceiling in Flat
3rd Ditto	10 1/2	"	10 1/2	Wales	Ditto Bilge to Clamp
Top Timbers	10	"	10	Topsides	Hold Beam Clamps
Deck Beams N° 28	10 1/2	"	10 1/2	Sheer Strakes	Deck Beam Ditto
Hold Beams N° 21	10 1/2	"	10 1/2	Plank Sheers	Ceiling 'twixt Decks
Keel	14	"	14	Water-Ways	Hold Beam Shelves
Kelsons	16	"	16	Upper Deck	Deck Beam Ditto
Side Kelson 17 by 13					
<b>Size of Bolts in Fastenings, distinguishing whether Copper or Iron.</b>					
Heel-Knee, and Dead Wood abaft	1 3/8	Copper or Iron		Hold Beam	1 3/16
Scarphs of Keel N° 8	1 1/16	Bolts thro' the Bilge and Limber Strakes	7/8	Deck Beam	1
Floor Timber Bolts	1 1/4	Butt End Bolts	3/4		
Kelson ditto	1 1/4	Lower Pintle of the Rudder	3/2		
Transoms and throats of Hooks	1 3/16				
Arms of Hooks	1 1/16				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

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

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 4 feet 6 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 & 6 feet

The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared & sound

The alternate Frames are bolted together. N. B. If not, state how bolted.

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

The Frame is all chocked with 4 Butt at each end of the chock.

The Main Kelson is composed of East India Teak and the False Kelson of East India Teak

The Scarphs of the Kelsons are not less than 7 feet inches.

The Deck and Hold Beams are composed of East India Teak & English Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of Danzie Oak

From the Light Water Mark to the Wales of East India Teak

The Wales and Black-strakes are of East India & English Oak The Topsides of East India Teak & English Oak

The Sheer-strakes and Plank-sheers of East India Teak & Eng Oak The Water-ways of East India Teak

The Decks of Yellow Pine State of Good

The Shifts of the Planking are not less than 5 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 Three Strakes between

**Planking Inside.**—The Limber-strakes are composed of East India Teak the Bilge Planks of East India Teak

The Ceiling, Lower Hold, of East India Teak Between Decks of East India Teak & English Oak

Shelf Pieces of \_\_\_\_\_ Clamps of East India Teak

**Fastenings.**—To Hold Beams Horizontal Staple Knives & 20 Pair of Vertical Knives & 10 Pair of Rivets

Deck Beams Horizontal Iron Staple Knives & 26 Pair of Vertical Knives

Number of Breasthooks Seven Pointers two Crutches four

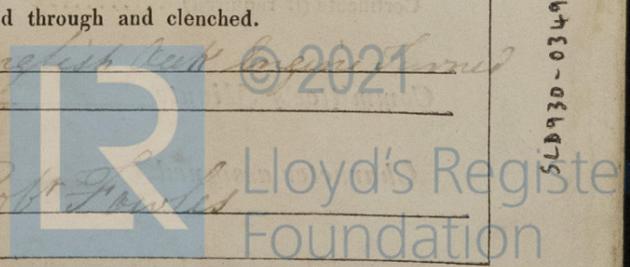
Butts End Bolts are of Yellow Metal in the Bottom, and 4 Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 4 in & 6 in bolted through and clenched. Treenails of English Oak

General Quality of Workmanship Good

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

Surveyor's Signature Robt. G. ...



528930-0349

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	300	Chain .....	3	Bower, 35:34:32
2	Fore Top Sails,	75	Hempen Stream Cable .....	1	Stream, 7 <sup>e</sup>
2	Fore Topmast Stay Sails,	60	Hawser .....	1	Kedge, 2½ <sup>e</sup>
2	Main Sails,	80	Towlines .....	7	
2	Main Top Sails,	80	Warp .....	6	
and <u>Sibs Spall &amp; Co</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging One sufficient in size and good in quality.

She has A Long Boat and Yawl & Gig

The present state of the Windlass is New Capstan New and Rudder New Pumps New

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

*This ship is entirely fastened in all her external fastenings and bindings with yellow metal bolts, including the flat of the upper deck to the entire exclusion of Iron, in so far as to fully intitle her to the 13 years grade*

If sheathed, doubled, Felted, or Coppered yellow metal to wales When last done 1851

I am of opinion this Vessel should be Classed B.A.1 Robt Howles

The Amount of the Fee.....£ 5 : " : " is received by me,

Special .....£ 39 : " : "

Certificate (if required) .....£ " : " : "

Committee's Minute 17th April 1851

Character assigned A 1 13 Gu

