

No. 503 Survey held at St. Martins W.B. Date July 1864  
on the New Barkentine "Hawth." Master John Cole  
Tonnage Old 184 26 Built at St. Martins W.B. When built 1861 Launched 4 July 1861  
New 130 34  
By whom built James & Mosher Owners R & W Allen  
Port belonging to Norfolk Island Destined Voyage St. John W.B. to Norfolk Island  
If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft .....	89	Feet.	8/10	Extreme Breadth Outside .....	21	Feet.	8/10	Depth of Hold .....	10	Feet.	6/10
Length of Keel .....	84 feet	Inches.				Inches.				Inches.	
Scantlings of Timber.											
Thickness of Plank.											
Outside.											
Inside.											
INCHES.											
In Ship. Required per Rule.											
In Ship. Required per Rule.											
Limber Strakes ....											
Bilge Planks .....											
Ceiling in Flat ....											
Ditto Bilge to Clamp											
Hold Beam Clamps..											
Deck Beam Ditto ..											
Ceiling 'twixt Decks											
Hold Beam Shelves ..											
Deck Beam Ditto ..											
Upper Deck											
Ditto, faying surface against Timbers ..											
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Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Heel-Knee, and Deadwood abaft		Copper or Iron.	Inches in Ship.	Inches required per Rule.	Transoms and throats of Hooks ..		Copper or Iron.	Inches in Ship.	Inches required per Rule.	Waterway ..		Copper or Iron.	Inches in Ship.	Inches required per Rule.
Scarp of Keel..... N°. 6			1 1/2	1 1/2	Arms of Hooks .....			1 1/2	1 1/2	Hold Beam Bolts in				
Keelson Bolts through Keel at each Floor .....			1 1/2	1 1/2	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors			1 1/2	1 1/2	Knees .....				
Bolts through Heels of Timbers against Deadwood .....			1 1/2	1 1/2	Butt End Bolts .....			1 1/2	1 1/2	Shelf or Clamp				
			1 1/2	1 1/2	Pintles of the Rudder .....			1 1/2	1 1/2	Waterway ..				
			1 1/2	1 1/2				1 1/2	1 1/2	Deck Beam Bolts in				
			1 1/2	1 1/2				1 1/2	1 1/2	Knees .....				
			1 1/2	1 1/2				1 1/2	1 1/2	Shelf or Clamp				
			1 1/2	1 1/2				1 1/2	1 1/2	Nails or Bolts in Flat of Deck ....				
			1 1/2	1 1/2				1 1/2	1 1/2	Treenails .....				
			1 1/2	1 1/2				1 1/2	1 1/2	Inches				
			1 1/2	1 1/2				1 1/2	1 1/2					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of Birch, and Spruce. The First Foothooks of Spruce.

The Second Foothooks of Spruce. The Third Foothooks and Top Timbers of Spruce.

The Shifts of the First and Second Foothooks are not less than 4 feet. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet 6 inches and 3 feet. Except at Quarters which are 2 feet 9 inches.

The Frame is usually squared from the First Foothook Heads upwards, and usually free from sap, and from thence downwards, the frame is square or usually so.

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

The Butts of the Timbers are close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is not chocked with a Butt at each end of the chock. The Main piece of Rudder is Birch.

The Main Keelson is Spruce, and free from all defects. The Main piece of Windlass is Birch.

The Stem, and Stern Post, consist of Samarai. The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Samarai, and Spruce. Deadwood, of Birch 16 inches high, and are free from all defects.

The Deck and Hold Beams consist of Spruce. The Breasthooks of Spruce. The Knees of Spruce.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is Birch, and Spruce.

or to the First Foothook Heads

From the above named Height to the Light Water Mark Birch, and Spruce.

From the Light Water Mark to the Wales Birch, and Spruce.

The Wales and Black-strakes are Spruce. The Topsides Spruce.

The Sheer-strakes and Plank-sheers Spruce. The Water-ways { Upper Deck Spruce, Lower Deck Spruce.

The Decks Spruce. State of Good and new.

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 knive between, and without step-butting

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Spruce.

The Ceiling, Lower Hold, and between Decks Spruce. Shelf Pieces and Clamps Spruce.

**Fastenings.**—To Hold Beams Lodging knees of Spruce sided 8 inches.

Deck Beams Lodging knees of Spruce sided 6 inches and bolted with 1/8 inch iron.

Number of Breasthooks Over Pointers Two pairs Crutches Over.

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

Bilge and Limber Strakes Iron pins, and bolted through and clenched. Treenails of Samarai. How Made Spruce.

Thickstuff over Double Floors Iron pins, and bolted through and clenched. General Quality of Workmanship Strong.

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature James & Mosher Surveyor's Signature John Brown.



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> .	Weight.
<i>McCair of Sails.</i>	Fore Sails,	Chain <i>Port. Chain.</i>	45 15 1/2	Bower, <i>Port. Port.</i>	1 6-1-14
	Fore Top Sails,	Hempen Stream Cable .....	45 15 1/2	" "	1 6-1-14
	Fore Topmast Stay Sails,	Hawser .....	90 5 1/2	Stream, .....	
	Main Sails,	Towlines .....			
	Main Top Sails,	Warp .....		Kedge, .....	1 1-2-8
and		All of <u>Good</u> quality.			

Her Standing and Running Rigging are sufficient in size and Good in quality.

She has One Long Boat and —

The present state of the Windlass is Good Capstan — Rudder Good Pumps Two of Wood

### General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>January 1861</u>
	2nd. When the Beams are put in, &c.	<u>March</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>July</u>

The frame of this Vessel is heavy and put together with single floors, the first footboards come short of meeting upon the keel, and the Limber Strakes on each side are through bolted with  $\frac{1}{8}$ " iron. The Waterway, beams

in, and outside planking is as heavy, and well secured with through treenails, in addition to the other fastenings.

It will be seen however that the beams to upper deck are further apart than the rules admit for a Vessel of her dimensions, but there are four extra beams introduced which are secured with long Lodging Pins sides 8" and bolted with  $\frac{1}{8}$ " iron. We therefore recommend

her to the Committee's favourable consideration for a 4 Square Clap.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good  
If Sheathed, Doubled, Felted, or Coppered — When last done —

I am of opinion this Vessel should be Classed —

The Amount of the Fee.....£2 : 0 : 0 is received by me,

Special .....£ : :

Certificate ....£ : :

*Travelling Charges* 14 - 10 - 4

Committee's Minute 3<sup>rd</sup> September 1861

Character assigned — for 4 years