

No. 139- Survey held at Westford Rec 31/1/66 Date March 26th 1894
on the Schooner Hawk Master Captn Quirk
Tonnage 55 tons Built at Port of Looe When built in the year 1824
By whom built Owners Master
Port belonging to Westford Destined Voyage Newport
If Surveyed Afloat or in Dry Dock (Dry Dock) Classed "A" expunged

111 <i>Sheffield</i>		Feet.	Inches.	16		Feet.	Inches.	Classed "A" Expansive				
Length aloft		81	—	Extreme Breadth		16	—	Depth of Hold		9-6	butts	
Scantlings of Timber.												
Room and Space		Inches.		Inches.		Inches.		Thickness of Plank.				
Floors		sided		Moulded		Outside.		Inches.		Inside.		
1 st Foothooks		8		8		Keel to Bilge		2 1/2		Limber Strakes		3
2 nd Ditto		6		6		Bilge Planks		4 1/2		Bilge Planks		4
3 rd Ditto		—		—		Bilge to Wales		2		Ceiling in Flat		2
Top Timbers		—		—		Wales		4		Ditto Bilge to Clamp		2
Deck Beams N ^o 10		Average Space } 4 feet		4		Topsides		3		Hold Beam Clamps		—
Hold Beams N ^o —		Average Space } —		8		Sheer Strakes		3		Deck Beam Ditto		3
Keel		—		—		Plank Sheers		3		Ceiling 'twixt Decks		2
Kelsons		—		—		Water-Ways		4		Hold Beam Shelves		—
		22		12		Upper Deck		2 1/2		Deck Beam Ditto		—
Size of Bolts in Fastenings, distinguishing whether												
Copper or Iron.		Inches.		Copper or Iron.		Inches.		Iron.		Inches.		
Heel-Knee, and Dead Wood abaft		1		Bolts thro' the Bilge and Limber Strakes		3/4		Hold Beam		—		
Scarp of Keel		1/2		Butt End Bolts		1/2		Deck Beam		5/8		
Floor Timber Bolts		1		Lower Pintle of the Rudder		2						
Kelson ditto		3/4										
Transoms and throats of Hooks		5/8										
Arms of Hooks		1/2										

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of English oak—the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak—and are quite free from all defects. The Floors and first Foothooks are composed of English oak—Timber. The other Foothooks and Top Timbers of footboard oak—top timbers Red pine—The Shifts of the first and second Foothooks are not less than — N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are — The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —

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

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

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

The Main Kelson is composed of English oak—and the False Kelson of American Elm—

The Scarphs of the Kelsons are not less than 4 feet — inches.

The Deck and Hold Beams are composed of English oak—

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

From the first Foothook Heads to the Light Water Mark of Elm—

From the Light Water Mark to the Wales of English oak—

The Wales and Black-strakes are of Red pine— The Topsides of Red pine—

The Sheer-strakes and Plank-sheers of Red pine— The Water-ways of Red pine—

The Decks of Yellow pine— State of good Condition—

The Shifts of the Planking are not less than 8 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 — between

Planking Inside.—The Limber-strakes are composed of Elm—the Bilge Planks of oak—

The Ceiling, Lower Hold, of Red pine & Elm— Between Decks of Red pine—

Shelf Pieces of — Clamps of —

Fastenings.—To Hold Beams —

Deck Beams Four good oak knees to each beam, with the addition of

6 Iron Hanging knees—arms extending down 14 feet bolted

Number of Breasthooks 3 oak— Pointers 2—oak— Crutches —

Butts End Bolts are of 3/4 Iron—in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 1/2 Iron bolted through and clenched. Treenails of Hawththorn & Red pine

General Quality of Workmanship —

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

Builder's Signature

Surveyor's Signature

M. Deane

Lloyd's Register
Foundation

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	140	Chain	7/8	2	Bower,
1	Fore Top Sails,	65	Hempen Stream Cable	4 1/2	1	Stream, <i>all three perfect</i>
—	Fore Topmast Stay Sails,	—	Hawser	—	1	Kedge, <i>weights</i>
1	Main Sails,	45	Towlines	3		
1	Main Top Sails,	120	Warp	2 1/2		
	and <i>some spare sails</i>		All of <i>good</i> quality.			

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

She has The good Boat Long Boat and fully equipped

The present state of the Windlass is good Capstan new and Rudder good Pumps new

General Remarks—Statement and Date of Repairs.

" *ND. & Sigs 46.* "

This vessel has been inspected by me, in every part, & I find her to be in a perfectly good state of repair, having got a very good repair about 4 years ago. & was then reported by me, & Classed E, and as this vessel has been lying up, for a considerable time, owing to some dispute with the Owners, the Master now been the entire Owner wishes to have her Classed and my examination of her now, I find her in as good a state of repair as when last Classed - & fit to take a Cargo of any & perishable goods to any part of the world, this vessel is always in the Coasting trade,

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed fitting for a year subject to inspection

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special£ : :

Certificate (if required)£ : :

Committee's Minute 3rd April 1849

Character assigned *LD*



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