

No. 357 Survey held at Wexford Date October 29/10/84 1864  
 on the Bergantine "Hawk" Master John Kelly  
 Tonnage Old New 130 Built at A. Mactus, N. B. When built 1861 Launched   
 By whom built  Owners R & R Allen  
 Port belonging to Wexford Destined Voyage Cardiff  
 If Surveyed while Building, Afloat, or in Dry Dock afloat Passed 4  
Last Report 503 St John

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
TIMBER AND SPACE			Inches.	Inches.	Inches.	Outside.	Inches.	Inside.
Floors						Garboard Strakes		Limber Strakes
1 <sup>st</sup> Foothooks						Garboard to Bilge		Bilge Planks
2 <sup>nd</sup> Ditto						Bilge Planks		Ceiling in Flat
3 <sup>rd</sup> Ditto						Bilge to Wales		Ditto Bilge to Clamp
Top Timbers						Wales		Hold Beam Clamps
Deck Beams N <sup>o</sup> <u>Average</u>						Topsides		Deck Beam Ditto
Deck Beams, length amidships						Sheer Strakes		Ceiling 'twixt Decks
Hold Beams N <sup>o</sup> <u>Average</u>						Plank Sheers		Hold Beam Shelves
Hold Beams, length amidships						Water-Ways { Upper Deck		Deck Beam Ditto
Keel						Lower Deck		
Scarphs of Ditto						Upper Deck		
Keelsons								
Scarphs of Ditto								

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks			Hold Beam Bolts in		
Scarphs of Keel.....N <sup>o</sup> .			Arms of Hooks			{ Waterway ..		
Keelson Bolts through Keel at			Bolts thro' Bilge & Limber Strakes,			{ Knees .....		
each Floor			or Thickstuff over Double Floors			{ Shelf or Clamp		
Bolts through Heels of Timbers			Butt End Bolts			Deck Beam Bolts in		
against Deadwood			Pintles of the Rudder			{ Waterway ..		
						{ Knees .....		
						{ Shelf or Clamp		
						Nails or Bolts in Flat of Deck		
						Treenails .....		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is \_\_\_\_\_ Inches. The Space between the Top-Timbers is \_\_\_\_\_ Inches.

The Floors consist of \_\_\_\_\_ The First Foothooks of \_\_\_\_\_ Timber.

The Second Foothooks of \_\_\_\_\_ The Third Foothooks and Top Timbers of \_\_\_\_\_

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 \_\_\_\_\_ 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 \_\_\_\_\_ of the entire moulding at that place.

The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock. The Main Keel is \_\_\_\_\_

The Main Keelson is \_\_\_\_\_ and \_\_\_\_\_ free from all defects. The False Keelson is \_\_\_\_\_

The Stem, and Stern Post, consist of \_\_\_\_\_ The Transoms, Aprons, Knight Heads, and

Hawse Timbers of \_\_\_\_\_ Deadwood, of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects.

The Deck and Hold Beams consist of \_\_\_\_\_ The Breasthooks of \_\_\_\_\_ The Knees of \_\_\_\_\_

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is \_\_\_\_\_  
 or to the First Foothook Heads }

From the above named Height to the Light Water Mark \_\_\_\_\_

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

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

The Sheer-strakes and Plank-sheers \_\_\_\_\_ The Water-ways { Upper Deck \_\_\_\_\_  
 Lower Deck \_\_\_\_\_

The Decks \_\_\_\_\_ State of \_\_\_\_\_

The Shifts of the Planking are not less than \_\_\_\_\_ 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, and without step-butting.

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

The Ceiling, Lower Hold, and between Decks \_\_\_\_\_ Shelf Pieces and Clamps \_\_\_\_\_

**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams \_\_\_\_\_

Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

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

Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of \_\_\_\_\_ How Made \_\_\_\_\_

Thickstuff over Double Floors \_\_\_\_\_ bolted through and clenched. General Quality of Workmanship \_\_\_\_\_

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

Builder's Signature \_\_\_\_\_ Surveyor's Signature \_\_\_\_\_



Her Masts, Yards, &c. are in new 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.
2	Fore Sails,	Chain <u>Admiralty Proof</u>	140	5 1/2	Bower, <u>Scotchman</u>	25	10-0-6
1	Fore Top Sails,	Hempen Stream Cable	100	6			9-0-4
1	Fore Topmast Stay Sails,	Hawser			Stream,	1	2-2-8
2	Main Sails,	Towlines					
1	Main Top Sails,	Warp	60	4	Kedge,	1	1-1-8
and <u>some spare sails</u>		All of <u>good</u> quality.					

Her Standing and Running Rigging New wire sufficient in size and good in quality.

She has One New Boat Long Boat and fully Equipped with Stores

The present state of the Windlass is Patent Capstan Leuch Rudder New Pumps Two hand pumps

### 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	
2nd.	When the Beams are put in, &c.	
3rd.	{ When completed, and before the } { plank be painted or payed }	

*This vessel is fully equipped with Stores*

Present condition of Caulking of Bottom, \_\_\_\_\_ Deck, \_\_\_\_\_ and Waterways \_\_\_\_\_

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A' 4 years

The Amount of the Fee.....£ : 10 : 0 is received by me, J. Bennett

Special .....£ : :

Certificate ....£ : 2 : 6

Committee's Minute 29<sup>th</sup> October 1861

Character assigned 4A1 WMT



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