

No. 400 Survey held at Dumbarton Date 1st June 1837 400
 on the New Barque "Bengalee" Master Thomas Hamlin Junior
 Tonnage 35 1/2 new Built at Dumbarton When built May 1837
30 5 old
 By whom built Arch^d M^r Farlan Jun^r & Co Owners Thomas Hamlin & others
 Port belonging to Greenock Destined Voyage Clyde to Calcutta
 If Surveyed Afloat or in Dry Dock on the Stocks

| | | | | | |
|--|--|--|--|---------------------|---|
| Length aloft..... | <u>101</u> ^{Feet.} <u>70</u> ^{Inches.} | Extreme Breadth ^{amidships} | <u>23</u> ^{Feet.} <u>0</u> ^{Inches.} | Depth of Hold | <u>17</u> ^{Feet.} <u>70</u> ^{Inches.} |
| Scantlings of Timber. | | | Thickness of Plank. | | |
| Timber and Space..... each | <u>13</u> ^{Inches.} | | Outside. | ^{Inches.} | Inside. ^{Inches.} |
| Floors..... sided | <u>12</u> ^{Inches.} | Moulded <u>13</u> ^{Inches.} | Keel to Bilge | <u>3</u> | Foot Waling..... <u>4</u> |
| 1 st Foothooks..... " | <u>10 1/2</u> " | <u>10</u> " | Bilge Planks..... | <u>5</u> | Bilge Planks..... <u>5</u> |
| 2 nd Ditto..... " | <u>9 1/2</u> " | <u>9</u> " | Bilge to Wales..... | <u>3</u> | Ceiling in Flat..... <u>3</u> |
| 3 rd Ditto..... " | <u>8 1/2</u> " | <u>7 1/2</u> " | Wales..... | <u>5</u> | Ditto Bilge to Clamp..... <u>3</u> |
| Top Timbers..... " | <u>7 1/2</u> " | <u>5</u> " | Topsides..... | <u>3</u> | Hold Beam Clamps..... <u>4</u> |
| Deck Beams..... ^{Number of} <u>12</u> | <u>10</u> " | <u>10</u> ^{6 1/2} " | Sheer Strakes..... <u>3 1/2</u> <u>3 1/2</u> | | Deck Beam Ditto..... <u>3 1/2</u> |
| Hold Beams..... ^{No. of} <u>5</u> | <u>11</u> " | <u>11</u> ^{7 1/2} " | Plank Sheers..... | <u>3 1/2</u> | Ceiling 'twixt Decks..... <u>2 1/2</u> |
| Keel..... | <u>14</u> " | <u>15</u> " | Water-ways..... | <u>6</u> | Hold Beam Shelves..... <u>4 1/2</u> <u>x 11</u> |
| Kelsons..... | <u>13</u> " | <u>16</u> " | Upper Deck..... | <u>3</u> | Deck Beam ditto..... <u>4 1/2</u> <u>x 10 1/2</u> |
| | | | | | <u>Lower deck Spur-betting</u> <u>3 1/2</u> |
| | | | | | <u>Upper do do</u> <u>3</u> |
| Size of Bolts in Fastenings. | | | Copper. | ^{Inches.} | Iron. ^{Inches.} |
| Heel-Knee, and Dead Wood abaft..... | <u>1 1/8</u> | | Bolts thro' the Bilge and Foot Waling..... | <u>3/4</u> | Hold Beam..... <u>1 1/8</u> |
| Scarphs of Keel..... N ^o . | <u>3/4</u> | | Butt End Bolts..... | <u>3/8</u> | Deck Beam..... <u>3/8</u> |
| Floor Timber Bolts..... | <u>1 1/8</u> | | Lower Pintle of the Rudder..... | <u>3</u> | |
| Kelson ditto..... | <u>1 1/8</u> | | | | same in Iron above the Copper..... <u>1 1/8</u> |
| Transoms and throats of Hooks..... | <u>1 1/8</u> | | | | <u>3/8</u> |
| Arms of Hooks..... | <u>1 1/8</u> | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British & African Oak and are — free from all defects.

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

Her other Foothooks and Top Timbers of British Oak

Her Shifts of the first and second Foothooks are not less than 2.10 to 4 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 4 feet to 5 1/2 feet except a few top Cants aft. 2 1/2 to 3 feet

The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared.

The ~~alternate~~ Frames are all bolted together.

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

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

The Main Kelson is composed of African Oak and the False Kelson of African & British oak.

The Scarphs of the Kelsons are not less than 6 feet 8 inches.

The Deck and Hold Beams are composed of African Oak, except one of British Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm. 74

From the first Foothook Heads to the Light Water Mark of Elm, & American white oak.

From the Light Water Mark to the Wales of African & British Oak.

The Wales and Black-strakes are of African & British oak.

The Topsides of Pitch Pine.

The Sheer-strakes of African Oak.

The Gunwales of African & British Oak. Water-ways of Red pine.

The Shifts of the Planking are not less than 5 1/2 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought three between.

Planking Inside.—The Clamps are composed of British & African oak the Stringers of African & British oak.

The Bilge Planks of African Oak and the remainder of the Ceiling of African & British oak.

Fastenings.—To Hold Beams } Iron lodging knees on African Chocks, in Square body. While lodging British Oak, knees, in Cant bodies, & Stringer above & below Beams.

Deck Beams While lodging knees British Oak, and Stringer with 22 diagonal Iron knees & Standards.

Number of Breasthooks Five the half well fitted. Pointers two forward Crutches two pointers, 22 Ridders aft. British oak.

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Good.

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

Builder's Name _____
 Surveyor's Name John B. Cumming

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

| She has SAILS. | | | CABLES, &c. | | ANCHORS. | |
|------------------|--------------------------------|----------|-----------------------------|---------|------------------|-----------------------|
| N ^o . | | Fathoms. | | Inches. | N ^o . | |
| 2 | Fore Sails, | 200 | Chain | 1 1/2 | 3 | Bower, |
| 2 | Fore Top Sails, | 75 | Hempen Stream Cable | 7 1/2 | 1 | Stream, |
| 2 | Fore Topmast Stay Sails, | 75 | Hawser | 5 1/2 | 1 | Kedge, |
| 1 | Main Sails, | 80 | Towlines | 4 1/8 | | All of proper weight. |
| 2 | Main Top Sails, | 45 | Stream chain | | | |
| | and well found in other Sails. | | Warp | | | |
| | | | All of <u>good</u> quality. | | | |

Her Standing and Running Rigging is all new, and sufficient in size and good in quality.

She has a Long Boat and Jolly Boat.

The present state of the Windlass is good, with Capstan good and Rudder good
"Syrack Robinson & Co. Patent Purchase."
"Double Falls."
Four lead pumps good.

General Remarks—Statement and Date of Repairs.

This Ship was laid on, in August 1836, and launched 23rd May 1837, and has been Specially Surveyed by me, while Building. Frame English. Welsh Oak well squared and seasoned. Shifts of timbering good as for other side, except a few of the top Timbers in Cants abaft which are rather under the Rules, Cross Chocked throughout. Two of the hawse pieces, and a number of the top Timbers were removed & replaced at my suggestion. Beams good and well squared. Several of them, being rejected, when ready for going in. Planking & ceiling good, and well Shifted. She has five whole, (and two half Breasthooks in way of bow port, Overlapping each other,) below deck, and two pointers, & two Riders abaft, of British Oak, well fitted, she is Copper Plated, butt, & footwale bolted thro' & clenched on Rings, and an additional footwale bolt of Iron, drove into each floor 8 or 9 Inches, and is otherwise well fastened and finished.

Special Survey Fee on this Ship. not yet received.

Efforts for Mr Cummings
to 14 July 1837 They state
that the Elm is wrought &
the first Foothook heads
only

If Sheathed, Doubled, or Felted, Fitted & Coppered, from Wale to Keel.

and Date when last done May 1837

And Am of opinion this Vessel should be Classed "A"

The Amount of the Fee.....£ 4 : 4 : is received by me,

Committee Minute 11 July 1837

Character assigned A 1 for 10 years

C. C. Can. of Classification & Survey
Raised to 11 years
12 July 1837
raised to 12 years
12 July 1837
12 July 1837