

No. 892 Survey held at Greenock Date 10th August 18 40
on the New Ship "Mohawk" Master John Miller
Tonnage 426 0 M Built at Greenock When built 1st August 1840
By whom built Thomson and Spiers Owners Robert Glas and others
Port belonging to Greenock Destined Voyage Glyde to Lubeck
If Surveyed Afloat or in Dry Dock on Dock

Length aloft	Feet. <u>117</u> Inches. <u>2</u> / <u>10</u>	Extreme Breadth <u>amidships</u>	Feet. <u>24</u> Inches. <u>7</u> / <u>10</u>	Depth of Hold	Feet. <u>18</u> Inches. <u>4</u> / <u>10</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>13</u> / <u>8</u>	Inches. Middle <u>14</u> Ends <u>11</u> / <u>2</u>	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>13</u>	Moulded <u>14</u>	Keel to Bilge	<u>3</u> / <u>4</u>	Foot Waling	<u>4</u>
1 st Foothooks.....	" <u>11</u> / <u>4</u>	" <u>11</u> / <u>2</u>	Bilge Planks	<u>5</u>	Bilge Planks	<u>5</u>
2 nd Ditto.....	" <u>10</u> / <u>8</u>	" <u>10</u>	Bilge to Wales	<u>3</u> / <u>8</u>	Ceiling in Flat	<u>3</u>
3 rd Ditto.....	" <u>9</u>	" <u>9</u>	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	" <u>8</u>	" <u>4</u> <u>5</u> / <u>4</u>	Topsides	<u>3</u>	Hold Beam Clamps <u>D. Hakes</u>	<u>4</u>
Deck BeamsN°. of <u>20</u>	" <u>11</u>	" <u>11</u> <u>8</u>	Sheer Strakes	<u>4</u> / <u>8</u> <u>4</u> / <u>8</u>	Deck Beam Ditto <u>D. Hakes</u>	<u>4</u>
Hold BeamsN°. of <u>15</u>	" <u>12</u> / <u>8</u>	" <u>12</u> <u>10</u>	Plank Sheers	<u>3</u> / <u>8</u>	Ceiling 'twixt Decks	<u>2</u> / <u>3</u> <u>1</u> / <u>4</u>
Keel	" <u>13</u>	" <u>16</u>	Water-Ways	<u>10</u>	Hold Beam Shelves	<u>5</u> <u>1</u> / <u>8</u>
Kelsons	" <u>14</u>	" <u>15</u> / <u>8</u> <u>8</u>	Upper Deck	<u>3</u>	Deck Beam Ditto <u>D. Hakes</u>	<u>1</u> / <u>8</u> <u>5</u> / <u>8</u>
Copper.			Size of Bolts in Fastenings.			<u>Lower Deck for Bolting</u> <u>4</u>
Heel-Knee, and Dead Wood abaft	<u>1</u> / <u>2</u> <u>1</u> / <u>8</u>	Copper.		Iron.		<u>Upper Deck</u> <u>3</u>
Scarp of Keel.....N°.	<u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>1</u> / <u>8</u>	Hold Beam	<u>1</u>	
Floor Timber Bolts	<u>1</u> / <u>8</u>	Butt End Bolts	<u>3</u> / <u>4</u>	Deck Beam	<u>7</u> / <u>8</u>	
Kelson ditto	<u>1</u> / <u>8</u>	Lower Pintle of the Rudder	<u>3</u> / <u>4</u>	same in Iron above the Copper.....		
Transoms and throats of Hooks	<u>1</u> / <u>8</u>					
Arms of Hooks	<u>1</u> / <u>8</u>					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 14 to 34 Inches. The Space between the Top-timbers is 2 1/2 to 5 Inches. The Stem, Stern Post, are composed of British oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of African and British oak and are — free from all defects.

The Floors and first Foothooks are composed of British oak Timber.

The other Foothooks and Top Timbers of British oak

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

The rest of the Shifts of the Frame are good

The Frame is all 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. N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than 1/8 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Good Chocks and full Butts keyed

The Main Kelson is composed of British oak and the False Kelson of Morro

The Scarphs of the Kelsons are not less than 6 feet 1 inches.

The Deck and Hold Beams are composed of British and African 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 British oak

From the Light Water Mark to the Wales of British oak

The Wales and Black-strakes are of African and British oak The Topsides of African oak and Morro

The Sheer-strakes and Plank-sheers of African oak & East India oak The Water-ways of Red Pine

The Decks of Yellow Pine State of new

The Shifts of the Planking are not less than 5 and 6 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 two and three between three masts

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

The Ceiling, Lower Hold, of American oak Between Decks of American oak

Shelf Pieces of American oak Clamps, of American oak

Fastenings.—To Hold Beams iron lodging knees on deck in square body, round lodging to British oak knees in Cant Ladies with

Deck Beams iron lodging knees on deck in square body, round lodging British oak knees in Cant Ladies with

Number of Breasthooks five below and one above Pointers two forward & two aft Crutches of British oak and two below & two

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

Bilge and Footwaling lopper bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Name

Surveyor's Name

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,	240	Chain	3	Bower,
2	Fore Top Sails,	60	Hempen Stream Cable	1	Stream,
2	Fore Topmast Stay Sails,	40	Hawser	2	Kedge,
1	Main Sails,	40	Towlines		
2	Main Top Sails,	80	Warp		
and	<i>well found in other sails</i>	60	<i>Stream & Hawse</i>		
			All of <i>good</i> quality.		

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

She has a Long Boat and Poly Boat and Lug

The present state of the Windlass is good Capstan good and Rudder good Four lead pumps good
Haw and Lammers Patent Purchase

General Remarks—Statement and Date of Repairs.

Laid on in December 1839, and launched 1st August 1840. Turned
at the three prescribed periods, and frequently at other times, Specially while
building; Frame all English and Welsh oak, of good quality and well seasoned,
Built wholly in frame, Shifts of timbers good, All brres choiced and full
Butts keyed, Planking and Beiling of good quality and well wrought,
Shifted two and three between, three mostly, and where two is wrought, the Butt
is not on same timber; Number of Beams and fastenings as described; She has
two Moulders forward and two aft, of B. British oak, and two Iron Moulders aft,
and the Mould and Rider Transoms are, Diagonally Iron Keened to the sides—
She is rigged with two masts and two sails, and is fitted with two and a half
Garrison Batts of Copper, two each floor and elevated by jings, She is well finished,
and her stores and furnishings are of the best description.

If Sheathed, Doubled, Felted, or Coppered Sheathed with Pine & Copper When last done from Wales to about 3 1/2 years ago

I am of opinion this Vessel should be Classed "10 A 1"

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

Special£ 21 : 6 :

Committee's Minute 25th Sept 1840

Character assigned.