

No. 679 Survey held at Sunderland Date April 1837
 on the S^o "Himwell" Master Cooke
 Tonnage 110 Built at Sunderland When built 1837
 By whom built Hickside & Co Owners General Shipping Co
 Port belonging to Sunderland Destined Voyage London
 If Surveyed Afloat or in Dry Dock during the building

Length aloft.....	Feet. 80	Inches. 0	Extreme Breadth	Feet. 24	Inches. 0	Depth of Hold	Feet. 14	Inches. 0	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space.....	each	12				Outside.	Inches.	Inside.	Inches.
Floors.....	sided	11	Moulded	10 1/2	8 1/2	Keel to Bilge	2 1/2	Foot Waling.....	3
1 st Foothooks.....	"	8.9	"	8		Bilge Planks	1 1/4	Bilge Planks	4
2 nd Ditto.....	"	8.7	"	7 1/2		Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 rd Ditto.....	"	7.8	"	6 3/4		Wales	1 1/4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	6.7	"	1 1/2		Topsides	2 1/2	Hold Beam Clamps	1 1/2
Deck Beams	Number of	18	"	8 1/2	4 3/4	Sheer Strakes	3	Deck Beam Ditto.....	2 3/4
Hold Beams.....	Do Do	11	"	10 1/2	7	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks	2
Keel	"	10	"	9		Water-ways	3.3	Hold Beam Shelves	12.6
Kelsons	"	1 1/2	"	27		Upper Deck	3	Deck Beam ditto	10 1/2

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1 1/6</u>	Bolts thro' the Bilge and Foot Waling.....	<u>5/8</u>	Hold Beam.....	<u>1 1/2</u>
Scarp of Keel.....	<u>N^o 8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts.....	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>2 1/2</u>	same in Iron above the Copper	
Kelson ditto.....	<u>1 1/8</u>				
Transoms and throats of Hooks	<u>1 1/8</u>				
Arms of Hooks	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 10 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Ap^o and Sy^o D. and are stiff free from all defects.

Her Floors and first Foothooks are composed of Ap^o and Sy^o D. Timber.

Her other Foothooks and Top Timbers of English Oak.

Her Shifts of the first and second Foothooks are not less than 3/8 to 3/8 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Stiff, good

The Frame is fairly squared from the first Foothook Heads upwards, and stiffly free from sap, and from thence downwards, the frame is fairly squared

The alternate Frames are not bolted together.

The Butts of the Timbers are not close together; their thickness not less than 1/4 to 1/2 of the entire moulding at that place.

The Frame is not chocked with no Butt at each end of the chock.

The Main Kelson is composed of Am^o Oak and the False Kelson of Am^o Oak

The Scarphs of the Kelsons are not less than 7 feet — inches.

The Deck and Hold Beams are composed of Ap^o and Sy^o D.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Am^o Oak

From the first Foothook Heads to the Light Water Mark of Foreign Oak

From the Light Water Mark to the Wales of Ap^o and Sy^o D.

The Wales and Black-strakes are of Ap^o and Sy^o D.

The Topsides of English Oak

The Sheer-strakes of Ap^o and Sy^o D.

The Gunwales of Ap^o and Sy^o D. Water-ways of Ap^o and Sy^o D.

The Shifts of the Planking are not less than 4 1/2 Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of Battie Oak The Planking is wrought 2 in 3 between. the Stringers of 2 in 3 Oak

The Bilge Planks of Silician Oak and the remainder of the Ceiling of no Silician Oak (wapt Thist Oak 20)

Fastenings.—To Hold Beams Iron Nails Lead Nails Shelf on Top and 6 Iron Nails each side below

Deck Beams North Wood Knot and shelf below

Number of Breasthooks Four Pointers one pair the Crutches 2 Iron on Knot each side

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

Bilge and Footwaling 6 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 Brundson

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 .	cut	cut
2	Fore Sails,	180	Chain	1 1/2	3	Bower, 10 1/2	10 - 9 1/2
1	Fore Top Sails,		Hempen Stream Cable	3/4	1	Stream, 3	
2	Fore Topmast Stay Sails,	60	Hawser	7/2	1	Kedge, 1 1/2	
1	Main Sails,	75	Towlines	5 1/4		All of proper weight.	
2	Main Top Sails,	2	Warp				
and <u>suff. in other sails.</u>			All of <u>good</u> quality.				

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

She has one Long Boat and one Skiff good & sufficient

The present state of the Windlass is good Capstan good and Rudder with 4 Beams all good with extra purchase

General Remarks—Statement and Date of Repairs.

Frame good in quality: fairly wrought & shifted: Part of Transoms bracing: Top of
Journals Scraped on 2nd 4th 20 & 3 of the 2nd 2nd 3rd are not stepped down and run thin: fit
a few Timbers & Cleffed: Part of Beams run bracing & top and Sappy in places
but generally speaking are a fair lot: Keel good & run fairly & good: Lead Work bracing

Quality of outside planking good and well wrought: Lark Chaud of the
Timber of the D.: Casing & Selly good (a few planks from) all cut from Lark -
well wrought & shifted: 2 between: Scrap 11 to 5 planks:

Keel & Main Beam fastenings: Nuts to all well fitted and
securely Bolted & Clinched

This Vessel constructed building in October 1836: Launched April 1837
Was Surveyed at the following dates 7th 13th 20th 27th 5th 24th
2nd 2nd 2nd 2nd 4th 1st

Her general appearance is Fair Good

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And not an of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ 2 : 2 : - is received by me, Sec. M. Bruntton

Letter dated 12th June 1837

J. M. Bruntton

Committee Minute _____

16 June 1837

Character assigned _____

A 1 for 8 years