

No. 1 Port of Sunderland Date April 14th 1834
 Survey of the Barge Henry Tanner Master Henry Tanner
 Tonnage 388 Owners Henry Tanner & Partners Port belonging to Sunderland
 By whom built 10th Cornforth Lane Where built Sunderland When built 1834
 Destined Voyage London to New South Wales
built under inspection by Special Contract

Dimensions, by Register				Thickness of Plank.			
Feet, inches.		Feet, inches.		Outside.	Inches.	Inside.	Inches.
Length of Keel	100	Depth of Hold	20	Bilge to Wales	3 1/2	Ceiling below Hold Beams	2 1/2
Rake of Stem	8 8	Lower Hold	12 1/4	Short Hoods	3	Clamps and Bilge Planks	4 1/2
D° of Stern Post	1 10	Between Decks	6 9	Bilge Planks	5	Upper Deck Clamps and	3 1/2
Extreme Breadth	28 3			Bilge to Keel	3	Spirketting	1/4
Scantling of Timber.				Wales	5	Twist Deck Ceiling	2
	Inches.	Sided Inches.	Moulded Inches.	Topsides	2 1/4		
Timber and Space, each	13 1/2			Shear Strakes	2 1/2		
Floors in the middle		13 1/2	13 1/2	Plank Shears	3		
at the ends		12	10 1/2				
1 st Foothooks		10	9 1/2				
2 nd Foothooks		9	8 1/2				
3 rd Foothooks		8 1/2	7 1/2				
Top Timbers			5 1/2				
Deck Beams		10	10				
at the Ends			6				
Knees		all iron					
Hold Beams		12	12				
at the Ends			8				
Knees		all iron					
Main Kelson		14	18				
Scarp of Kelson		8 to 9	feet and down				

We certify that the preceding is a correct description of the above-named Vessel. Witness our hand, this 14th day of May 1834

Builder's Name

Surveyor's Name

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit	Y.P.	40 ft 11 in diam
Foremast	Y.P.	66 — 20 —
Main Mast	Y.P.	68 — 20 —
Mizen Mast	Y.P.	64 ft — 14 —

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron	200	1 1/2 & 1 1/8
Hawser	80	1 1/8
Towlines	90	8
1 st Warp	90	5 1/2
2 nd D°	90	5

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } Yes

Sails.

No.		Nos.
2	Fore Topmast Stay Sails	1
2	Fore Sail	1
2	Fore Topsails	2
1	Main Sails	2
2	Main Top Sails	2

And is generally well found in other sails. } a double suit

Anchors.

No.	cut	cut	cut
3	Bower 21 3/4	15 3/4	16 3/4
1	Stream 5 1/4		
2	Kedge 3	1 1/2	

Boats.

Number and Description.
 Long Boat Carvel built of oak
 Copper fastened
 Skiff and Tolly boat Clincher
 built of oak copper fastened

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

Owner's Name

Nautical Surveyor's Name



SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

The whole frame of the Vessel throughout is composed of English Oak (except a part of African Oak) well squared and free from sap. The Stem, Stern post, Beams, Transoms, Aprons, Knight Heads, and House timbers, all English and African Oak, sound and good. Carplis of 1" and 2" footboards, full 4-5; floor ends and first footboard heads, regularly Chopped with a Butt at each end 1 1/2"; Third footboards generally run in one length from the first footboard heads to the top of Stern Sheath and Step Solid 2 to 3 on the first footboard heads; every alternate set of Timbers are framed and Bolted together from the floor ends to the 2nd footboard heads. Upper Sep Timber are treenailed up to the Stern Sheath; Cant bodies not framed or bolted, but the Timber feet are bolted into the Dead Wood forward and aft; Timber heads, Mainchines, &c. Sep Oak

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

The whole of the Outside Plank, Waterways, and Plank Sides down to the Light Water marks is of African and English Oak; from the Light Water mark to the Keel of American Elm; The whole of the Inside Plank is of African and English Oak; all well Cleared of Sap, Shakes or defect; regularly worked, well stained and Skinned. Sheaths of the outside and inside planks are nearly all three Sheaths through between Butts. Strips of Butts 4 to 6 feet long; Butts ends throughout well divided.

Fastenings.

If Sheathed,
Doubled, or
Felted.

Hold Bolts fastened with an Iron Staple knee 3/4 broad by 5 thick at the throat; fitted on pieces of African Oak dovetailed into each Beam end, and runs between Beam and Beam, well bolted with Iron bolts in the ends of the throat bolts, also an Iron Hanging knee under each Beam end (average 1 inch) with 3 Bolts in each arm. The two Lower Bolts down the Side arm screw into the timbers with a Thread 3 long; also an African Oak Shelf 6 thick laid flat on the Top, runs well forward and aft and secured on to the Transoms with a Wood Knee. Deck Beams fastened with an Iron Staple knee, fitted on pieces of African Oak dovetailed into each Beam end and runs between Beam and Beam, with an Iron Hanging knee placed under each Beam end well bolted, with

Repairs.

Shed round the Bow; 2 Waterways dovetailed into Beams, all well bolted and Clinched through. The fore and fore-castle Deck beams of African Oak fastened with double wood knees - The four after Hold Beams fastened with DWNTK; Two Hooks forward below the Main deck also a Wood Hook placed across the Transoms Aft with an African Oak pinna piece in each quarter, 4 wood and 2 Iron Transom knees, all English Oak (except one of Bremen Oak) also 2 Hanging knees on the 2 lower holds of Bremen Oak. Thoroughly Coppered and leaded below the water. All Bolts through Stem, Stern post and keel piece are Clinched. Butts ends are double bolted, One Bolt in each Butt Clinched through. All Copper used for Bolting is pure. All Nails used are of African and English Oak; the principal part are turned with a Machine. Coppered with 28 lb. 26 lb. & 24 lb. Copper

General Observations

and Opinion as
required by the
Instructions.

This Vessel is in every respect well secured and bolted throughout, in a fit condition for the safe Conveyance of my unperishable Carries to all parts of the world and was built under the strict Inspection almost daily -

I have seen this
Vessel in Dock in
the River Thames
& Manchester and then
to 10th July 1834

The Boat is a good size and well secured with chain Shrouds and Bobstays, the Lower Masts, fished and well hooked other spars suitable for the vessel, the Standing Rigging stout and good, the Works large and sufficient, the Chains are well made and tested, the Anchors of sufficient weight and the vessel in every respect well rigged and well fitted with Canvas and other things, I therefore and in conformity with the foregoing dimensions, is in my opinion entitled to be classed for 10 Years, according to the Rules for Classification laid down by the Committee of the 7th

The Amount of the Fee, £ 4 : 4 : 0 is received by me, John Brunton

7 August

1834

for 10 Years

John Brunton

Planned from 16 Aug
Harris to 10 Dec 1834

