

No. 36 Port of Sunderland Date May 6th 1834 30
Survey of the Shore Edward Master John Longley H.A.
Tonnage 224 Owners Edward Miskell Port belonging to Sunderland
By whom built _____ Where built Sunderland When built 1763
Destined Voyage Sunderland to London
Rebuilt in 1823 -

Dimensions.				Thickness of Plank.				
Feet. Inches.		Feet. Inches.		Outside.		Inside.		
Length of Keel.....		Depth of Hold		Bilge to Wales	<u>2 1/2</u>	Ceiling below Hold Beams ...	<u>2 1/2</u>	
Rake of Stem		Lower Hold		Short Hoods	<u>3</u>	Clamps and Bilge Planks.....	<u>4</u>	
D° of Stern Post.....		Between Decks		Bilge Planks	<u>5</u>	Upper Deck Clamps and		
Extreme Breadth				Bilge to Keel	<u>3</u>	Spirkettling	<u>3</u>	
Scantling of Timber.				Wales				<u>4 1/2</u>
Timber and Space, each	<u>14 to 12</u>	Sided Inches.	Moulded Inches.	Sort of Wood.	Topsides			
Floors in the middle		<u>14</u>	<u>12</u>	<u>Oak</u>	Shear Strake	<u>3</u>		
— at the ends				<u>do</u>	Plank Shears.....	<u>2 1/2</u>	"Twixt Deck Ceiling.....	<u>2</u>
1 st Foothooks				<u>do</u>	Decks. In good order -			
2 nd Foothooks				<u>do</u>	Thickness. <u>Red Pine</u>	<u>3</u>	Water Way.....	<u>3</u>
3 rd Foothooks				<u>do</u>	Bolts.			
Top Timbers				<u>do</u>	Heel, Knee, and Dead Wood		Butt Bolts.....	
Deck Beams.....Middle.....		<u>9</u>	<u>9</u>	<u>Oak</u>	abaft		Hold Beam Bolts	
— at the Ends..			<u>5</u>	<u>do</u>	Scarph of the Keel		Hooks forward at throat	
— Knees		<u>4 to 5</u>		<u>Oak</u>	Kelson Bolts.....		Hooks forward at arms.....	
Hold Beams.....Middle.....		<u>12</u>	<u>11</u>	<u>do</u>	Bolts thro' the Bilge and Foot		Transoms	
— at the Ends..			<u>7</u>	<u>do</u>	Waling		Lower Pintle of the Rudder ..	
— Knees		<u>6 to 7</u>		<u>Oak</u>				
Main Kelson <u>new for 1823</u>		<u>11 1/2</u>	<u>35</u>	<u>Am. oak</u>				
Scarpis of KelsonLength								

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this 25 day of July

Builder's Name _____

Surveyor's Name Sam. Beuntory

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit	<u>Y/P</u>	<u>18 1/2 inches diam</u>
Foremast	<u>K/P</u>	<u>16 1/2 D - D -</u>
Main Mast	<u>K/P</u>	<u>17 - D - D -</u>
Mizen Mast		

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron.....	<u>200</u>	<u>1 1/8</u>
Hawser.....	<u>60</u>	<u>3/4</u>
Towlines	<u>75</u>	<u>8 1/2</u>
1 st Warp	<u>75</u>	<u>5 1/2</u>
2 nd D°	<u>75</u>	<u>4 1/4</u>

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

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

Owner's Name _____

Nautical Surveyor's Name John A. Denton

Sails.

N°.		N°.
<u>2</u>	Fore Topmast Stay Sails.....	<u>1</u>
<u>2</u>	Fore Sail	<u>1</u>
<u>1</u>	Fore Topsails	<u>2</u>
<u>1</u>	Main Sails	<u>2</u>
<u>2</u>	Main Top Sails.....	<u>2</u>

And is generally well found in other sails. }

Anchors.

Nos.	cut	cut	cut
<u>3</u>	Bower <u>11 1/2</u>	<u>11</u>	<u>10 1/2</u>
<u>1</u>	Stream <u>4</u>		
<u>1</u>	Kedge <u>1 1/4</u>		

Boats.

Number and Description.

Long Boat 9' 1/2
Clasher built of oak
Iron fastid



SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

The frame of Ship throughout all oak. Deck & Hold Beams & keel all oak - floor & 4 footboards heads are Cop Checked but Check has not buttered - flooring timber are heavy scantling and well squared; Transoms fairly squared - The remainder of the frame cannot be seen -

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

The whole of the outside plank from Plank Sheer (Waterway included) down to the Light Water mark is of Baltic and English oak; from Light water mark to the inside plank all oak (principally Baltic oak) Shifts of Planks of the outside and inside plank 2 1/2 inch thick through between; Scarphs good and Butt Butts are generally well divided; plank of good quality and well seasoned -

Fastenings.

If Sheathed,
Doubled, or
Felled.

Hold and Deck Beams are fastened with DWI. Knots of Oak with a 5 inch square oak shelf under the Hold Beams, and a 4 inch square oak shelf under the deck Beams with Waterway bolted; 4 Hooks forward below the Main deck and 2 above, also Hook placed across the Transoms abaft - all the framing Knots Beams, Shelf, Hook &c. very well bolted and Clinched - Butt Butts are generally double bolted. All Iron fastened throughout -

Repairs.

The following particulars are furnished by Mr. Potts -

Was rebuilt in 1823. Dock Bill 2000 the principal part at the owner's cost -

In 1833: Had New Water and Ship work and nearly all retreened at a cost of 450 at owner's cost -

Rebuilt by Mr. W. Potts
in his dock in 1823

and
had New Water &c in
1833 all at the owner's
cost -

In consequence of having been dismantled last year the whole of her masts and spars are quite new, likewise the whole of her standing rigging & sails. The running gear in fair order, the chains, Tackle and Warps good & sufficient. The Windlass well secured with sliding shutters, The Anchors &c. of good weight. The Boats, Pumps and remainder of the Stores in good order and suitable for the vessel. John W. Denton -

General Observations
and Opinion as
required by the
Instructions.

This Vessel on strict examination is in high order, and very firm and good throughout, and is in a fit condition for the safe conveyance of any and considerable Cargo. John Brunton -

and in conformity with the foregoing discussions is in my opinion entitled to be (Classed as 4) Years, according to the Rules for Classification laid down by the Committee as per page 10 for the Second description of first Class Ships.

John Brunton
John W. Denton

The Amount of the Fee, £ 1 : 1 : 0 is received by me. Brunton & Denton

Committee Minute 5 August 1834

Character assigned A. 1.