

No. 24 Port of Sunderland Date August 14th 1834 84
 Survey of the Shew St Oswald Master John Mitchell
 Tonnage 200 Owners Thos. Cockerill Port belonging to Sunderland
 By whom built James Allison Where built Sunderland When built May 1824
 Destined Voyage Sunderland to

Dimensions. <i>by Report</i>				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold	11 10	Bilge to Wales	3	Ceiling below Hold Beams	2 1/2
Rake of Stem		Lower Hold	8 9	Short Hoods	2 1/2	Clamps and Bilge Planks.....	4
D° of Stern Post.....	80 5	Between Decks	4 5	Bilge Planks	4	Upper Deck Clamps and	3
Extreme Breadth	24 0			Bilge to Keel	3	Spirkettling	
Scantling of Timber.				Decks. and Ceilings in good order			
Timber and Space, each	10 1/2 13	Sided Inches.	Moulded Inches.	Sort of Wood.			
Floors in the middle	"	11 1/2 13	12	all English oak frame	Thickness... <i>Batten</i>	Inches.	Water Ways
at the ends	"	"	"			3	4 1/2
1 st Foothooks	"	"	"				
2 nd Foothooks	"	"	"				
3 rd Foothooks	"	7 1/2 7	7		Bolts.		
Top Timbers	"	"	5		Heel, Knee, and Dead Wood	Inches	Butt Bolts
Deck Beams..... Middle.....	"	9 3/4	9 1/2	all English oak	abaft	all sufficient	Hold Beam Bolts
at the Ends	"	"	5		Scarph of the Keel		
Knees	"	4 1/2 5	"		Kelson Bolts		Hooks forward at arms
Hold Beams..... Middle.....	"	11 1/2	11		Bolts thro' the Bilge and Foot		Transoms
at the Ends	"	"	7		Waling	3/4	Lower Pintle of the Rudder ..
Knees	"	6 1/2 7 1/2	"				
Main Kelson <i>and side</i>	"	10 1/2	20	<i>American</i>			
Scarph of Kelson Length	"	7 1/2	10 1/2	<i>fat bay</i>			

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

Builder's Name _____

Surveyor's Name John Denton

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit	4P	19 feet diameter
Foremast	4P	18 do - do
Main Mast	4P	18 do - do
Mizen Mast		

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, <i>Hemp</i> <u>Shew</u>	200	1 1/2
D° Iron		
Hawser	60	5 1/2
Towlines	70	7 1/2 very good
1 st Warp	70	5 1/4
2 nd D°	70	4 new

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

Sails.

N°.		N°.
2	Fore Topmast Stay Sails	1
2	Fore Sail	1
2	Fore Topsails	2
1	Main Sails	3
2	Main Top Sails	2

And is generally well found in other sails.

Anchor.

N°.	Weight	Weight	Weight
3	Bower 11 1/4	10 1/4	9 1/4
1	Stream 3 1/4		
1	Kedge 1 1/2		

2 Boats.

Number and Description.
Longboat & Skiff 12 inches
butt of oak 12m 1/2

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

Owner's Name Thos. Cockerill

Nautical Surveyor's Name John M. Denton



SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

The whole frame of Ship throughout is of $\frac{1}{2}$ inch oak; Hold and Deck Beams, and
Knees, Hocks, Transoms &c. all English oak. Beams are generally large but are wavy
and sappy, particularly at the Square Ends; Knees are wavy and sappy. Part
of the Transoms are wavy and sappy; Hocks fair; frame of the Ship away the air
port twist deck and at the air port under the Hold Beams in some parts, is
wavy and sappy, in other parts fair. Plank well squared and good. Counter
Timber are small and not well sided. Knight Heads and House Timbers
are sound and good; remainder of the frame cannot be seen.

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

The outside plank from the Shear Strake down to the Light marks is of $\frac{1}{2}$ inch oak
from the Light marks to the Keel of the Ship. Inside plank all oak.
Joints of the Butts of the outside and inside planks generally 2 Strakes through
between, Scamper 3 ft 6 in feet long and Butt end actually well divided.
The quality of the outside Strake plank, Counter, Watertights, &c. is generally
actually sound and good; a few Top Side planks round the bows appear
rather worn.

Fastenings.

If Sheathed,
Doubled, or
Felled.

Hold and Deck Beams, are fastened with P.W.T. Nails with a $\frac{1}{4}$ inch oak
Sheep on the Top and a $\frac{1}{4}$ inch (American) Sheaf underneath the Hold Beams.
The Sheaf on the Top runs short. The Sheaf below runs a good length; 14 Hocks
forward below the main deck and 2 above; a good pointa piece in each quarter,
all the foreing. Knees, Beams, Sheaf, Hocks &c. are tolerably well bolted & clinched.
Butt end are generally fastened with one short bolt and one turnail. The Butt
end below the water deck, Transoms, 2 Low Hocks 1 pointa piece are
Copper fastened. Keel, Midship &c. all are fastened; Turnails appear
sound and good. Rudder bolt all sufficient.

Repairs.

In particular of repair by Mr Liddell under a canopy
office here.

General Observations

and Opinion as
required by the
Instructions.

The masts and spars are sound and good. The standing and running rigging is good
order. The sails well up and with 1 ft 1 in sail 2 topsails 1 top sail and
1 main sail new. The Topping good. 1 Whip much worn, 2 Whip new. Chains
and anchors suitable for the vessel. Windlass secured with living chain, Brass
Pumps, &c. in reasonable good order. John P. Denton

The foregoing description of material is correct as examined. The Vessel
appears tolerably firm; but the Knees and Beams are sappy; and it is in a
fit condition for the safe conveyance of dry Cargo.

John P. Denton

and in conformity with the foregoing. Dimensions in the description
are better than the Clapnet. The accident to the Rules for Classification
have done by the Committee of page 10 for the vessel
description of first Class ship.

John P. Denton
John P. Denton

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

Committee Minute 73 August 1834

Character assigned A, 1