

No. 166 Port of Sunderland Date Dec. 18<sup>th</sup> 1834  
 Survey of the Sloop "Hyphe" Master James Harker  
 Tonnage 187 Owners Mr. Alcock & Sons Port belonging to Sunderland  
 By whom built W. Wilkinson Where built Sunderland When built 1826  
 Destined Voyage Sunderland to London

Dimensions. <i>By Register</i>				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold.....	14 0	Bilge to Wales.....	3	Ceiling below Hold Beams.....	2 1/2
Rake of Stem.....		Lower Hold.....	8 2	Short Hoods.....	2 1/2	Clamps and Bilge Planks.....	4
D° of Stern Post.....	77 8	Between Decks.....	4 5	Bilge Planks.....	4	Upper Deck Clamps and	
Extreme Breadth.....	24 0 1/2			Bilge to Keel.....	2 1/2	Spirkettling.....	3
				Wales.....	4	"Twist Deck Ceiling.....	3
				Topsides.....	2 1/2		
				Shear Strake.....	3		
				Plank Shears.....	3		

  

Scantling of Timber.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each.....	12-13 1/2		
Floors in the middle.....		11	12
— at the ends.....		9-12	9
1 <sup>st</sup> Foothooks.....		9-10	8 1/2
2 <sup>nd</sup> Foothooks.....		9-11	7
3 <sup>rd</sup> Foothooks.....			
Top Timbers.....			
Deck Beams..... Middle.....		8	8
— at the Ends.....			5 1/2
— Knees.....		5	
Hold Beams..... Middle.....		10	10
— at the Ends.....			6 3/4
— Knees.....		6 1/2	
Main Kelson <i>and Rider</i> .....		12 1/2	25 1/2
Scarp of Kelson .... Length .....		6 feet	

  

Decks. <i>Humans in good order</i>	
Thickness.....	Water Ways.....
3	1 1/2

  

Bolts.	
	Inches.
Heel, Knee, and Dead Wood } abaft.....	all sufficient
Scarp of the Keel.....	
Kelson Bolts.....	
Bolts thro' the Bilge and Foot } Waling.....	all sufficient
Butt Bolts.....	
Hold Beam Bolts.....	
Hooks forward at throat.....	
Hooks forward at arms.....	
Transoms.....	
Lower Pintle of the Rudder .....	2 1/2

We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 18<sup>th</sup> day of Dec<sup>r</sup> 1834

Builder's Name \_\_\_\_\_

Surveyor's Name John Denton

#### Masts, Yards, &c.

	Quality of Wood	Length, &c.
Bowsprit.....	Y.P.	18 in diameter
Foremast.....	R.P.	15 in - do
Main Mast.....	R.P.	15 in - do
Mizen Mast.....		

#### Sails.

No.		No.
2	Fore Topmast Stay Sails.....	1
2	Fore Sail.....	1
1	Fore Topsails.....	3
1	Main Sails.....	3
2	Main Top Sails.....	3
And is generally well found in other sails. }		<i>well found</i>

#### Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp.....	42	
D° Iron.....	180	1
Hawser.....	60	3/4
Towlines.....	80	7 1/2
1 <sup>st</sup> Warp.....	80	5 1/2
2 <sup>nd</sup> D°.....	80	5

#### Anchors.

No.	
3	Bower <i>Cat. Cat. Cat.</i>
1	Stream <i>2 1/2</i>
1	Kedge <i>1 1/4</i>

#### Boats.

Number and Description.  
*One built of oak and iron fastened*

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

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

Owner's Name Charles Alcock

Nautical Surveyor's Name John Denton





# SURVEYOR'S REMARKS.

## Timbering.

The Quality,  
Squaring, and  
Workmanship.

The frame of Ship for floor. 1<sup>st</sup> 2<sup>nd</sup> floorboards of <sup>in</sup> ~~ing~~ and foreign Oak of good  
scantling, well squared and generally good when the vessel was shipped. The  
floor ribs and 1<sup>st</sup> floorboardheads are <sup>in</sup> ~~ing~~ checked. Check ribs not bulged, but  
are well set in <sup>in</sup> ~~ing~~ fitted. Hold Deck Beams all <sup>in</sup> ~~ing~~ oak, well squared, sound good  
knew & knots a good length in the arms, all sound & good; Height Heads &  
Knees Timbers; Stem; Sternpost; Afterside; Keel; Skelsons all sound good  
floors in the Middle are well squared regularly spaced; Remainder not seen.

## Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

The Outside plank from the Plank Shears (W Ways included) down to the  
Lower part of Water all <sup>in</sup> ~~ing~~ oak: from thence to the Light marks of foreign  
Oak in midships, to the Head of <sup>in</sup> ~~ing~~ oak: from thence to the Keel of  
the outside plank of <sup>in</sup> ~~ing~~ and foreign oak. Shirts of the Bottom  
are divided in the Waterways, Spunkilling; Plank Shears; Shear Strake;  
Upper Deck; Water Counter plank, also the Plank Trunnails  
Outside down to the Keel appear all sound good: Inside plank all  
good and sufficient —

## Fastenings.

If Sheathed,  
Doubled, or  
Felled.

Hold Deck Beams, are fastened in the DSS knees and a <sup>in</sup> ~~ing~~ <sup>in</sup> ~~ing~~ foreign Oak  
shelf and 2 Light iron knees on each side in the top of Hold Beams; and a 3<sup>rd</sup> shelf  
foreign oak shelf and 3 Light iron knees on each side under the Deck Beams  
(Shelf run rather short) 5 Hooks forward below the Main Deck; Wood  
Tramson knees on each quarter; No appearance of rotting or straining. The  
Bulkheads are generally fastened with the short Bolt iron Runners; Bolts on  
each side are bolted through clinched. The upper Hold deck fastenings  
are all firm, well Bolted & Clinched, all iron fastenings throughout  
4 Iron Runners, Brass, Runners, Windluffs all good sufficient —

## Repairs.

Repairs done at the present time under survey as follows —  
New Oak piece. Keels on Lead Stem; 6 Floor Timbers, 22 of 1<sup>st</sup> floorboards  
12 of 2<sup>nd</sup> floorboards; 2539 ft. of New Plank for outside & inside  
3250 ft. of New Trunnails; 1 Hold & 2 Deck Beams; 12 New Run-  
ners 15 ft. floorboards heads <sup>in</sup> ~~ing~~ checked; all fastenings, made and  
made perfect. Thoroughly Kaulked —

## General Observations

and Opinion as  
required by the  
Instructions.

The Mast, Span, and Standing rigging are all in good order; the principal Shits  
sufficient in number and in good condition; Anchors a proper weight, cable  
knew, Towline and Wayer a proper length and size and very good; Boats  
Pumps are all good sufficient

The foregoing description is correct by examination, the vessel is well  
constructed, firm & substantial and is in a fit condition for the  
safe conveyance of dry goods & other cargo —

John M. Denton

F. G. B.

And in conformity with the foregoing dimensions in my opinion  
I certify to be Class A. according to the Rules laid down by the  
Committee as per page 10 for the "Second description of first  
Class Ships"

John M. Denton

John M. Denton

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

Committee Minute 10 February 1835

Character assigned A 1

John M. Denton