

No. 177 Port of Sunderland Date January 15th 1835
 Survey of the (New Ship) "Washington" Bk. Master Lundeen Rutherford
 Tonnage 271³⁷/₉₄ Owners L. Rutherford & Co. Port belonging to Dundee
 By whom built Wm. Carr for the Lun. Where built Sunderland When built 1835
 Destined Voyage Sunderland to London for sale without name or Register
Commenced building in June 1834. Launched January 1835 15 June 1835

Dimensions.				Thickness of Plank.			
	Feet.	Inches.		Outside.	Inches.	Inside.	Inches.
Length of Keel.....			Depth of Hold.....	Bilge to Wales.....	3	Ceiling below Hold Beams.....	2 1/2
Rake of Stem.....			Lower Hold.....	Short Hoods.....	3	Clamps and Bilge Planks.....	1
D° of Stern Post.....	9 1/4	1	Between Decks.....	Bilge Planks.....	4	Upper Deck Clamps and	
Extreme Breadth.....	25	5 1/2		Bilge to Keel.....	3	Spirketting.....	3
Scantling of Timber.				Wales.....	4 1/2		
	Inches.	Sided	Moulded	Topsides.....	2 1/2		
		Inches.	Inches.	Shear Strake.....	3 1/2		
Timber and Space, each.....	11 1/2			Plank Shears.....	3	Twist Deck Ceiling.....	2
Floors in the middle.....		11	11				
— at the ends.....		10	9				
1 st Footboards.....		8 1/2	8 1/2				
2 nd Footboards.....		8.9	8				
3 rd Footboards.....		8.9	7				
Top Timbers.....		7.8	5				
Deck Beams.....		9	9				
— at the Ends.....			6				
— Knees.....		10 1/2	11				
Hold Beams.....			8				
— at the Ends.....							
— Knees.....							
Main Kelson.....		13	15				
Scarp of Kelson.....							

We certify that the preceding is a correct description of the above-named Vessel. Witness on hand, this 27 day of Jan 1835

Builder's Name Wm. Carr for the Lun.
 Surveyor's Name John Brunton

Masts, Yards, &c.			Sails.		
	Quality of Wood.	Length, &c.	N ^o .		N ^o .
Bowsprit.....	Yp	22 inches diameter	2	Fore Topmast Stay Sails.....	1
Foremast.....	Yp	19 1/2 ft - ch - ch	2	Fore Sail.....	1
Main Mast.....	Yp	19 1/2 ft - ch - ch	2	Fore Topsails.....	2
Mizen Mast.....	RP	13 - ch - ch	1	Main Sails.....	2
			2	Main Top Sails.....	2

And is generally well found in other sails. } well found

Cables, Cordage, &c.			Anchors.		
	Fathoms.	Inches.	N ^o .		
Cables, Hemp.....					
D° Iron.....	180	1 1/8			
Hawser.....	75	1 1/8			
Towlines.....	80	8			
1 st Warp.....	80	5 1/4			
2 nd D°.....	80	4 1/4			

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

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

Owner's Name Wm. Carr for the Lun.
 Nautical Surveyor's Name John Brunton



Survey held 19th August. The Vessel all Timber, except Chocks, inside & outside
 2nd do 20th October. The Vessel nearly all-planked outside. Deck & Hold Beams in. Deck not in
 3rd do 10th Nov. The Vessel all built. Walls & Sides & Scaffolding off ready for hauling
 4th do 14 Nov. all finished & ready for hauling. In Walls built

SURVEYOR'S REMARKS.

Last report of fastenings & Latten. May 18th 1835 when launched

Timbering.

The Quality,
Squaring, and
Workmanship.

The frame of Ship throughout is all of ^{1st} African Oak, Stem, Stern Post, Bows, Kalkhu
 Right keel and House Timbers all of African Oak, Sound & perfect; The frame
 throughout is of good scantling, sound & healthy quality; Intirely square and clear of
 sap or defect; all regularly squared & well fitted; Every appropriate set of Timbers are
 framed & bolted together from the keel of the Footlocks to the top height; Cant bodies are
 all bolted together; Cant Timber feet all bolted into Dead Wood, floor all made of
 regularly spaced; Transoms & Counter Timbers all well squared; Hocks all good & well
 well squared; The 2nd 13th Footlock is an all stepped solid down on the floor and 1st
 footlock head; floor and 1st footlock head are all regularly (top) Chocked; Chock
 made of timber and are all well seated & fitted; Top Timbers are all properly stepped on the
 x 2nd footlock head and carry full size at the head; Scaff of 1st footlock is 1st full
 sound & good; Kalkhu & Halsons all firm, good & sufficient.

Planking.

Outside and Inside

Quality, Edging
and Workmanship.

The outside plank from Stern Straps (10 ways included) down to the 1st footlock head
 is all of African and English Oak, from thence to the keel of the 1st footlock head
 African Oak; Shift of the Plank of the Outside & Inside planks nearly all
 3 Strips through, Scaff very good and better than well divided throughout; The plank
 both outside & inside, 10 ways is all of good, sound quality, well edged and intirely
 clear of sap or defect; all well regularly milled & well squared and milled
 Fastenings. Darks well chased of sap; 3 Strips of Pitch Pine 1st thick on each side of Main
 Deck. Kalkhu over the beams; Greenish all of ^{1st} Oak (turned with a machine)
 of good quality and all sufficient in size and quantity.

If Sheathed,

Doubled, or

Felted.

Repairs.

Hold Beams, are fastened with an Iron Strap round the outside of One Timber, also
 a 7 inch square African Oak Shelf, both above & below, dovetailed into Beams; The Shelf
 continued all round the Bows. The upper Shelf continued close aft. Deck Beams are
 fastened with an Iron Binder of sufficient substance fitted upon piece which are
 dovetailed into Beam ends and run the full length from Beam to Beam; also the 1st
 Waterway continued solid round the Bows, and 2nd Waterway let down into Beams
 also 12 Iron hanging knees on each side placed diagonally and a 6 inch square African
 Oak Shelf underneath continued round the Bows. 5 Strips of pitch Pine below
 the Main Deck (3 of which are built thus: a 12 inch Stem or Scaff
 a 6 inch 1st footlock and 1st footlock upon the 1st footlock; a 12 inch
 placed across the 2nd footlock Timber feet, also an African Oak 1st footlock
 wing Transom and down the Quarters and 3 Transom knees on each side; All the
 foregoing knees, Beams, Shelf, Hocks, &c. are very well fitted, and are well & sufficiently
 bolted & clinched; Kalkhu below the Water, are double bolted with One Bolt in
 each Bolt end to Clinch inside; Kalkhu on each side are bolted through & clinched
 thoroughly Copper fastened below the Water; Principal part of the Bolt, through
 the Stem, Stern Post & Kalkhu are Clinched; 2 Copper 12 inch & 12 inch Brass, Rudder
 and Windlass are all sound, good & sufficient.

General Observations
and Opinion as
required by the
Instructions.

The Masts, Spars and Standing Rigging, all good & sufficient. The principal
 Sails sufficient in number & well made of the best quality of Canvas,
 Anchors a proper weight, Chains, Flawer, Trawlins & Wreps all good
 and of sufficient length and size, Boats, Pumps and all other
 stores of the best quality, and suitable for the Vessel.
 John M. Denton

Scantling of 1st Footlocks
3.4 to 4.4 ft. Sh. 1.0 to 1.2
3 ft 7 in (width).

would not 11 A be
sufficient under these
circumstances?

Q13

1st Footlocks are barely the
size required by the scale
Q13

The foregoing description of Material, is in correct (note taken as above)
 The Vessel is well constructed, well finished & fastened throughout, a very superior
 built Vessel and in a fit condition for the safe conveyance of any specie liable to cargo.
 John M. Denton

And in conformity with the foregoing dimensions, is in our opinion, intirely
 built & fitted according to the Rules laid down by the Committee as per
 page 7 for the first description of first class Ship.

The Amount of the Fee, £ 3 : 3 : 0 is received by me.

Committee Minute 10 February 1835.

Character assigned A 1 for 11 Years

John M. Denton
 John M. Denton