

No. 189 Port of Sunderland Date 22 Jan'y 1835  
Survey of the Ship "Northumberland" Master Wm. Christoph. Jones  
Tonnage 252 Owners Edw. Hudson Port belonging to Sunderland  
By whom built Thos. Tiffin & Sons Where built Sunderland When built 1830  
Destined Voyage Sunderland to London

Dimensions, by Register				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold.....	16 0	Bilge to Wales.....	3	Ceiling below Hold Beams.....	2 1/2
Rake of Stem.....		Lower Hold.....	9 8	Short Hoods.....	3	Clamps and Bilge Planks.....	4
D° of Stern Post.....	87 1	Between Decks.....	4 5	Bilge Planks.....	1 1/2	Upper Deck Clamps and	
Extreme Breadth.....	26 3			Bilge to Keel.....	1 1/2	Spirketting.....	3
				Wales.....	5	"Twixt Deck Ceiling.....	2
				Topsides.....	2 1/2		
				Shear Strake.....	3		
				Plank Shears.....	3		

  

Scantling of Timber.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each.....	11 1/2		
Floors in the middle.....		11 1/2	12
— at the ends.....			
1 <sup>st</sup> Foothooks.....			
2 <sup>nd</sup> Foothooks.....			
3 <sup>rd</sup> Foothooks.....	26 1/2	7 1/2	11 1/2
Top Timbers.....		6	11 1/2
Deck Beams..... Middle.....		9	9
— at the Ends.....			5
— Knees.....		5	
Hold Beams..... Middle.....		11 1/2	11 1/2
— at the Ends.....			8
— Knees.....		7 1/2	
Main Kelson.....		11	27
Scarp of Kelson..... Length.....		6 feet	

  

Decks.	
Thickness.....	Water Ways.....
3	4 1/2

  

Bolts.	
	Inches.
Heel, Knee, and Dead Wood	
abait.....	
Scarp of the Keel.....	
Kelson Bolts.....	
Bolts thro' the Bilge and Foot	
Waling.....	
Butt Bolts.....	
Hold Beam Bolts.....	
Hooks forward at throat.....	
Hooks forward at arms.....	
Transoms.....	
Lower Pintle of the Rudder.....	

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

Builder's Name John Brunton

Surveyor's Name

#### Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit.....	RP	18 1/2
Foremast.....	RP	16
Main Mast.....	RP	16
Mizen Mast.....		

#### Sails.

N°.		N°.
3	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. } Well found

#### Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp.....		
D° Iron.....	180	1 1/2
Hawser.....	60	3/4
Towlines.....	75	8
1 <sup>st</sup> Warp.....	85	5 1/2
2 <sup>nd</sup> D°.....	70	1 1/2

#### Anchors.

N°.	
3	Bower 12 - 12 - 11
1	Stream 3 1/2
1	Kedge 1 3/4

#### Boats.

##### Number and Description.

Clincher built of oak  
Tomfartum

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 Edw. Hudson

Nautical Surveyor's Name John M. Brunton





# SURVEYOR'S REMARKS.

## Timbering.

The Quality,  
Squaring, and  
Workmanship.

The frame of ship for floors, 12 foot thick is made with Hamburgh oak. 3 foot thick. The timbers are of English oak. Deck beams of English oak. Hold beams of English and Baltic oak, all the beams of large scantling, generally well squared and good. Main beams of English oak. Generally good and well squared. Frame of ship away the air ports, waist decks, and under the hold beams is of large scantling, fairly squared good. Part of beams on an ironing floor in the middle of large scantling, well squared and regularly spaced. Sound good. Stem, Stern post, foremast, masts, knight heads. Main timbers all sound good.

## Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

The Water and all plank above (Ways included) is of English oak. From Water tight tracks in midships is of Baltic oak. Short heads of English oak. From the keel (reported) of the ship. Deck plank of English and Baltic oak. Plank of the Bottom of the outside and inside plank generally 2 Strake. Though some good and some generally well divided. The Waterways, Spikes, Wing Plank, Shear, Shear Strake, Top side, upper deck, Main Counter, also the Plank of the outside down to the Water edge appear to be all sound good. Inside plank all well squared, sound good.

## Fastenings.

If Sheathed,  
Doubled, or  
Felled.

Hold Beams, are fastened with D.W. Iron and small Iron nails at the top, on each side with 2 Bolt in each beam, also 5 Iron Hauling Nails on each side below. Deck Beams are fastened with D.W. Iron. 5 Hooks forward below the main deck, a broad Rider placed across the Transoms and Wood Gangers. Nails on each garboard. The upper and lower deck fastenings both are an old well felled and generally well bolted. Clinched. No appearance of rotting or straining in the upper deck beams, but the Hold Beams have made a Trifle. Both end are generally fastened with One Short Bolt Iron Trunnels. All Iron fastened with the Bolts. Iron below the Water edge, deck and Copper fastened 14 Iron Nails. Brass. Nails. W. H. Claps are all good and sufficient.

## Repairs.

N.B. The above for Nails & Hold Beams are put in at the present time at our recommendation, which will make the vessel perfectly secure.

General Observations  
and Opinion as  
required by the  
Instructions.

The Masts, Spars and Standing Rigging all in good order. The prime sails sufficient in number and in good condition, Anchors a proper weight, Chains, Flukes, Trawling & Wraps all of sufficient lengths and sizes and in good order. Boats, Pumps and all other stores good and suitable for the vessel. John M. Denton

J.A. G.B.

The foregoing description of material is given correct by examination. The vessel is in good order, well constructed and is in a fit condition for the safe conveyance of dry and perishable Cargoes. John M. Denton

When in conformity with the foregoing dimensions is in our opinion entitled to be classed according to the Rules laid down by the Committee as per page for the first description of first class ships. John M. Denton

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

Committee Minute 12 February 1835

Character assigned A 1 for 7 years

A.M. O'Brien