

No. 261 Port of Sunderland Date April 26th 1835
 Survey of the Shew Ann Louisa Master John Forbes
 Tonnage 242 Owners W^m Nicholson Port belonging to Sunderland
 By whom built James Carr Where built Sunderland When built 1835
 Destined Voyage Sunderland to Bathurst
Commenced but day in December 1854. Launched April 1835

Dimensions.				Thickness of Plank.			
	Feet.	Inches.		Outside.	Inches.	Inside.	Inches.
Length of Keel.....			Depth of Hold.....	16	7	Bilge to Wales.....	3
Rake of Stem.....			Lower Hold.....	10	6	Short Hoods.....	2 1/2
D° of Stern Post.....	84	6 1/2	Between Decks.....	4	7	Bilge Planks.....	4
Extreme Breadth.....	25	10 1/2				Bilge to Keel.....	2 1/2
Scantling of Timber.				4	Wales.....	32	Inches.....
Timber and Space, each.....	10	11	12		Topsides.....	2 1/2	
Floors in the middle.....		11	12		Shear Strake.....	16	
— at the ends.....		9	11	10	Plank Shears.....	3	
1 st Foothooks.....		9	10	9			
2 nd Foothooks.....		8	9	8			
3 rd Foothooks.....		7	9	7			
Top Timbers.....		7	8	5			
1/2 Deck Beams..... Middle.....		9	8 1/2	8 1/2			
— at the Ends.....				5			
— Knees.....		4 1/2	5				
1/2 Hold Beams..... Middle.....		11	10	9			
— at the Ends.....				7			
— Knees.....		10					
Main Kelson.....		12	27				
Scarp of Kelson..... Length.....		12					

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

Builder's Name James Carr
 Surveyor's Name Wm. Vinton

Masts, Yards, &c.			Sails.		
	Quality of Wood.	Length, &c.	N ^o .		N ^o .
Bowsprit.....	4/4	34 feet by 18 inches	2	Fore Topmast Stay Sails.....	1
Foremast.....	4/4	58 ft. 17 ft. 6 in.	2	Fore Sail.....	1
Main Mast.....	4/4	58 ft. 18 ft. 6 in.	1	Fore Topsails.....	2
Mizen Mast.....			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 3/8 x 1 1/8			
Hawser.....	60	1 1/2			
Towlines.....	80	8 1/4			
1 st Warp.....	80	5 1/2			
2 nd D°.....	80	4			

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

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

Owner's Name Wm. Nicholson
 Nautical Surveyor's Name Wm. Vinton

Survey held 14th July 1835. The ship at 5th 1/2 hours 4 knots outside the light; but with 2 knots more
 2nd do 25 July - The ship all planked outside the spartho calked and held beams
 3rd do 17 March - Deck & all beams all in hand; 10 days - Deck not laid
 4th do 25 March - all the parts of the ready for launching
 Last report, 1st of the ship to be taken 11th April before launching

SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Fastenings.

If Sheathed,
Doubled, or
Felled.

Repairs.

General Observations
and Opinion as
required by the
Instructions.

Survey Timbered -
Frames bolted to 2nd head
Chart Room not finished
Keelsons American Oak -
Iron nails Oak used them
Plan - 4A 913

Frame of Ship throughout is all of 8th oak of fair scantling, regularly squared and
 generally healthy: a few timbers in Quarter Cliffs are in the least shaken
 X Changes: Frame is fairly sided & reasonably clear of Sap: fairly squared and
 reasonably clear of Sap for receiving both the outside & inside plank, very
 alternate sets of timbers in frame and bolted together from the floor line up to the
 2nd footlock head: Cant Rods in all frames or bolted together: Deck 1st and 2nd
 footlock 3rd, 4th and 5th feet: frame generally well shifted; 2nd 2nd footlock generally, the
 side on the floor line 2nd footlock head; floor line 4th footlock head, Cup checked
 part of Check Rod in Butts: Check, in fairly section fitted: Hold Deck Beams all
 8th Oak, good scantling generally well squared; a part of Beams, an of New Cut Oak
 with the Sap fresh: Gun. Rods in good form, well squared & well cleared of Sap,
 Transoms, Counter Timbers are well squared & well cleared of Sap: Top timbers carry full
 size moulded at the head: Stem, Stern post, spurs, Bulkhead, Knight Head and
 Gun Timbers all 8th: 8th & 8th side Sound good: Nut pins sided 11 of 1st and
 8th: Nut in 3 lengths: Rubbers of Gun White Oak: all good & sufficient

The outside plank from the plank Shear (10 days included) clear to the light mark, is all
 of African & English Oak: from thence to the 1st footlock head of Quebec White Oak, and from
 thence to the keel of 1st and 2nd side, is all of African 8th Oak: 1st 2nd 3rd side
 2nd 2nd side, through, through, good & well divided: The quality of plank is all
 in the ship throughout, is all sound and good: all well regularly fitted, well edged
 and well cleared of Sap or defect, and is all well squared & moulded: Remains all of
 English Oak clear to light mark: from thence to the keel is sided with 8th Oak and
 American 8th: all good & sufficient in size & quantity

Hold Beams, are fastened with 8th iron straps fitted clear round the ends of a timber
 and a Gun White Oak shelf 14 by 5th laid flat on the top and secured with 8th ft, and 10
 1st hanging down on each side below: Deck Beams are fastened with 8th ft, and a
 Gun White Oak shelf 10 by 5th underneath, runs well for 1st ft, then the 1st 10th day
 continues all round the Deck, and the 2nd 10th day dovetail into the Beams, 3rd 10th
 forward below the Main deck, a small keel at aft, above Wood points, 1st 10th day
 down on each quarter: All the fore and aft Beams, Shelf, Rods & are very well
 fitted and are well and sufficiently bolted & clinched throughout: All (upper)
 fastened below the keel: Bolted from keel to keel are double bolted with one
 bolt in each Bolt to Clinch inside: Bolts on each side are bolted through and
 Clinched inside: 4th 1st Rudder Beams, Keelson, Windluffs are all good & sufficient
 Bolt through them: Stern post Nut piece are nearly all Clinched

The Masts, Spars and Stowage Riggers all good and very well fitted
 The Principal sails sufficient in number and well made of the best
 quality of Canvas, Anchors a proper weight Chain, Pendants, Tows,
 and Warps all good and of sufficient length, and size, Probs & Pins
 good, and in very well found with useful and requisite Materials

The foregoing description of Material is correct (not taken as above) The ship
 is well constructed, well worked and fastened throughout and is in a fit
 condition for the safe conveyance of dry & perishable Cargoes

And in conformity with the foregoing description is in our opinion
 fitted to be Cleared 1st according to the rules laid down by the
 Committee as per page 7. for the first description of Ships

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

Committee Minute 12 May 1835

Character assigned A 1 for 9 Years