

No. 266 Port of Sunderland Date April 28th 1835
 Survey of the Barque "Rosalind" Master Thomas Blair
 Tonnage 305 Owners Thos Blair Port belonging to Sunderland
 By whom built Chilton & Co Where built Sunderland When built 1835
 Destined Voyage Sunderland to Lisbon
Commenced building in Nov. 1834. Launched April 1835

Dimensions.				Thickness of Plank.			
Feet.	Inches.	Feet.	Inches.	Outside.	Inches.	Inside.	Inches.
Length of Keel.....		Depth of Hold.....	18 7/2	Bilge to Wales.....	3	Ceiling below Hold Beams.....	3 2/2
Rake of Stem.....		Lower Hold.....	11 2	Short Hoods.....	3	Clamps and Bilge Planks.....	4 1/2 5
D° of Stern Post.....	96 0	Between Decks.....	5 10	Bilge Planks.....	4 1/2	Upper Deck Clamps and	
Extreme Breadth.....	27 0			Bilge to Keel.....	3	Spirkettling.....	3
Scantling of Timber.				5 Wales.....	1 3/4	"Twixt Deck Ceiling.....	2
	Inches.	Sided Inches.	Moulded Inches.	Top-sides.....	2 1/2		
Timber and Space, each.....	12 5/16			2 Shear Strake.....	3 1/2		
Floors in the middle.....		11 5/13	13 1/4	Plank Shears.....	3		
— at the ends.....		11 5/13	10 1/4				
1 st Foothooks.....		10 5/11	7 1/4				
2 nd Foothooks.....		9 10/12	8				
3 rd Foothooks.....		9 10	7				
Top Timbers.....		7 12	5				
27 Deck Beams..... Middle.....		9	8 1/2				
— at the Ends.....		"	14 3/4				
— Knees.....		4 1/2 5					
12 Hold Beams..... Middle.....		10	11				
— at the Ends.....		"	7				
— Knees.....		7	"				
Main Kelson.....		13	30				
Scarpings of Kelson..... Length.....	8 1/2	6 1/2					

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

Builder's Name Wilson Chilton & Co

Surveyor's Name John Bruntton

Masts, Yards, &c.			Sails.		
	Quality of Wood.	Length, &c.	N ^{os} .		N ^{os} .
Bowsprit.....	yp	36 ft by 22 inches	2	Fore Topmast Stay Sails.....	1
Foremast.....	yp	61 ch - 21 ch	2	Fore Sail.....	1
Main Mast.....	yp	63 ch - 21 1/2 ch	1	Fore Topsails.....	2
Mizen Mast.....	RP	61 ch - 13 1/2 ch	1	Main Sails.....	2
			2	Main Top Sails.....	2

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

Cables, Cordage, &c.		
	Fathoms.	Inches.
Cables, Hemp.....		
D° Iron.....	200	1 5/8 & 1 1/4
Hawser.....	60	7/8 & 1 1/8
Towlines.....	80	8 1/4
1 st Warp.....	80	5 1/2
2 nd D°.....	80	4 3/4

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 Thomas Blair

Nautical Surveyor's Name John W. Denton



SURVEYOR'S REMARKS.

Repairs.

Hole Beams, are fastened with 9th Line, and an Amer: oak. shelp 10 by 4 3/4, laid flat on the top; continued round the Bow Run well Aft: also 8 Iron Lashing Nuts on each side below; Deck Beams are fastened with 9th Line and an Amer: oak. shelp 10 by 3, underneath, also 8 Iron Lashing Nuts on each side below. Sticks fore and aft the main deck: a Hook placed at the quarter timber fast also a long Wood Pommel piece, with Wood & Iron Stems on Nuts on each side. All the Lashing Nuts, Beams, Shelp. Hook &c are very well fitted and are well & sufficiently Bother'd Clinched throughout; All Copper fastened below the Water; But kind from Water, Bother are double Bother'd with one Bolt in each Butt & Clinched inside; Bilgees on each side are Bother'd through and Clinched inside; 2 Copper and 2 Iron Under Braces. Rudder 140 lbs. (with Rudder, Patent, Lurchers) are good & sufficient; Keel Run Bother'd apart off Bother'd through the Stem & Stem post and Clinched -

The Masts, Spars and Standing Rigging all good and very well fitted, The Principal sail, sufficient in number and well made of the best quality of Canvas, Anchors a proper weight, Chains, Bowsen, Tackles & works all very good, and of sufficient length and size, Masts, & Pumps & very good, and in very well found with all requisite stores.

Character assigned

The foregoing description of Material is correct (Note latter is above the Pipe) is well constructed well worked & fastened throughout and is in a fit condition for the safe conveyance of dry Species Lath Cargoes.

and in conformity with the foregoing dimensions, is in our opinion better
than Clap No. 1 according to the rule, laid down by the Committee as a
guide in the "first description of first Clap Ships".

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