

No. 321 Survey held at Sunderland Date August 13 1835
 on the Shew "Christopher Grey" Master W Stewart
 Tonnage 236 Built at Sunderland When built 1835
 By whom built J P Mills Owners E Smith & Co.
 Port belonging to Sunderland Destined Voyage to Petersburg
 If Surveyed Afloat or in Dry Dock during the Building -
Commenced building in April, launched August 1835

Length aloft.....	Feet. 84	Inches. 2	Extreme Breadth	Feet. 25	Inches. 7	Depth of Hold	Feet. 15	Inches. 8
Scantlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	12 2 to 24		Outside.		Inside.		
Floors.....	sided	12 10		Keel to Bilge	3	Foot Waling.....	3	
1 st Foothooks.....	"	9		Bilge Planks	4	Bilge Planks	4	
2 nd Ditto.....	"	8 1/4		Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2	
3 rd Ditto.....	"	6 3/4		Wales	4	Ditto Bilge to Clamp	2 1/2	
Top Timbers	"	4 1/2		Topsides	2 1/2	Hold Beam Clamps	4	
Deck Beams	"	8 1/2	4 1/2	Sheer Strakes	3	Deck Beam Ditto.....	3	
Hold Beams	"	10 1/2	7	Plank Sheers.....	3	Ceiling 'twixt Decks	2	
Keel in 2 Lengths of 120 ft. & 120 ft. 6 in.	"	9 1/4		Water-ways	4	Hold Beam Shelves	4	
2 Kelsons	"	26		Upper Deck 80 ft. of 12 ft. Plank	3	Deck Beam ditto	4	

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/8			Hold Beam.....	1 1/8
Scarp of Keel.....	N ^o . 8			Deck Beam	1 3/16
Floor Timber Bolts.....	15/16	Bolts thro' the Bilge and Foot Waling.....	3/4		
Kelson ditto.....	1 1/8	Butt End Bolts	3/4		
Transoms and throats of Hooks	1	Lower Pintle of the Rudder	2 1/2		
Arms of Hooks	7/8			same in Iron above the Copper	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. The Space between the Top-timbers is 1 to 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African Oak and are free from all defects. And well seasoned —
 Her Floors and first Foothooks are composed of English Oak Timber. } all of fair scantling and generally healthy —
 Her other Foothooks and Top Timbers of English Oak.
 Her Shifts of the first and second Foothooks are not less than 5-5 to 4 feet N.B. When reported by you less than the prescribed Rule, then state how many.
 The rest of the Shifts of the Frame are good and sufficient —

The Frame is fairly squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is fairly sided & square and seasonably free from sap; a few 2 foot hooks are Quarter Clipped & well wain.
 The alternate Frames are not bolted together. 11 frames on each side bolted together from 1st end up to 2 foot hook heads.
 The Butts of the Timbers are all close together; their thickness not less than 1 to 4 of the entire moulding at that place.
 The Frame is fairly chocked with out a Butt at each end of the chock. Chocks all good and well fitted.
 The Main Kelson is composed of American Oak and the False Kelson of American Oak.
 The Scarphs of the Kelsons are not less than 7 feet 6 inches.
 The Deck and Hold Beams are composed of English & African Oak of good scantling, well seasoned & well cleared of sap.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Amer. Oak.
 From the first Foothook Heads to the Light Water Mark of American Oak.
 From the Light Water Mark to the Wales of Baltic Oak in wide laps; and short Head of 1/2 Baltic oak.
 The Wales and Black-strakes are of African and English Oak.
 The Topsides of English Oak.
 The Sheer-strakes of Afr. & English Oak.
 The Gunwales of African and English Oak Water-ways of African Oak.
 The Shifts of the Planking are not less than generally 3 Strakes through. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. a few Butts at turn of Bow 2 Strakes through; Scarph all good & sufficient

Planking Inside.—The Clamps are composed of African Oak the Stringers of African Oak.
 The Bilge Planks of Baltic oak and the remainder of the Ceiling of Baltic & English Oak.
Fastenings.—To Hold Beams Iron Binden round the Outside of Timbers and Shells both above & below.
 Deck Beams Double Wood Ledge Iron and Shells below was well for 1 Affk.
 Number of Breasthooks Five Pointers Two Crutches None.
 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling are bolted through and clenched.
 General Quality of Workmanship all good

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Name J P Mills
 Surveyor's Name John Branton

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has **SAILS**.

CABLES, &c.

ANCHORS.

N ^o .	Fathoms.	Inches.	N ^o .
2	180	3	3
Fore Sails,	Chain	11 1/2	Bower, 11 1/2 - 11 - 10
1	—	1	Stream, 3 1/2
Fore Top Sails,	Hempen Stream Cable.....	1	Kedge, 1 1/2
2	60	1	All of proper weight.
Fore Topmast Stay Sails,	Hawser	8	
1	75	5 1/4	
Main Sails,	Towlines		
2	75		
Main Top Sails,	Warp		
and is well formed with the other		All of good quality.	

Her Standing and Running Rigging is sail well fitted sufficient in size and good in quality.

She has One Long Boat and one Skiff, clinche built of oak Tom fantom

The present state of the Windlass is Good Capstan Good and Rudder with 4 Iron Beams all good

John W. Denton

General Remarks—Statement and Date of Repairs.

Green Ashes, all of Gr. Oak, are fair length in the forms, well guard reasonably clear
of Sap; Timber Hard, Steamship Romans all Ap? The oak all sound Good

The quality of plank used in the Vessel throughout is all sound & good, well edged and well cleaned & sap: all well marked. Stained & skinned; Trunnels all of English Oak sound, good & sufficient in size & quantity -

The Knew. Shulp. Binders. Hooks is an all well fitted, and all well sufficiently
Bottomed & lashed throughout. All Iron fastened except the short Butts in the
Butts are Copper below the Water.

The remark applies to this report as to No 320 - in this addition that the shifts of the frame are shorter than that prescribed by the Rule. EPB

If Sheathed, Doubled, or Felted,

and Date when last done

And *Wm. M.* of opinion this Vessel should be Classed

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

Sam^r Denton

Committee Minute 11 Sept 1835

Character assigned Ad for 8 Years