

No. 328 Survey held at Sunderland Date Sep. 14th 1835 328
on the Schooner "Courtesy of Durham" Master James Young
Tonnage 91 Built at Sunderland When built 1835
By whom built Thomas Reed Owners James Seymour
Port belonging to Boston Destined Voyage to Boston
If Surveyed Afloat or in Dry Dock during the Building

Length aloft.....61^{Feet}4^{Inches} Extreme Breadth.....18^{Feet}7^{Inches} Depth of Hold.....9^{Feet}8^{Inches}

Scantlings of Timber.

Timber and Space.....	each	Inches
Floors.....	sided	9
1 st Foothooks.....	"	7.8
2 nd Ditto.....	"	7.8
3 rd Ditto.....	"	6.7.8
Top Timbers.....	"	8.7
Deck Beams.....	"	7
Hold Beams.....	"	8
Keel.....	"	8
Kelsons.....	"	9

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 1/2	Foot Waling.....	2 1/2
Bilge Planks.....	3 1/2	Bilge Planks.....	3
Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2
Wales.....	3 1/2	Ditto Bilge to Clamp.....	2
Topsides.....	2	Hold Beam Clamps.....	3
Sheer Strakes.....	2 1/2	Deck Beam Ditto.....	2 1/2
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2
Water-ways.....	3	Hold Beam Shelves.....	—
Upper Deck.....	2 1/2	Deck Beam ditto.....	—

Copper.

Heel-Knee, and Dead Wood abaft.....	7.8
Scarphs of Keel.....	N°
Floor Timber Bolts.....	7.8
Kelson ditto.....	1
Transoms and throats of Hooks.....	1.3.4
Arms of Hooks.....	3.4

Size of Bolts in Fastenings.

Copper.

Bolts thro' the Bilge and Foot Waling.....	5.8
Butt End Bolts.....	5.8
Lower Pintle of the Rudder.....	2

Iron.

Hold Beam.....	13.16
Deck Beam.....	5.8
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 2.54 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are — free from all defects, and fairly squared

Her Floors and first Foothooks are composed of English Oak Timber. } fair scantling and
Her other Foothooks and Top Timbers of English Oak } generally healthy

Her Shifts of the first and second Foothooks are not less than 2 1/2 - 3 1/2 to 4 1/2 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are well shifted

The Frame is fairly squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is fairly squared & squared, except a few timbers on each side are rather wavy & shaky

The alternate Frames are not bolted together. 7 frames on each side are nailed together up to 2 Foothook heads

The Butts of the Timbers are not all close together; their thickness not less than — of the entire moulding at that place.

The Frame is partially chocked with out a Butt at each end of the chock. Chocks fairly stated —

✕ The Main Kelson is composed of American Oak and the False Kelson of —

The Scarphs of the Kelsons are not less than 5 feet 4 inches.

The Deck and Hold Beams are composed of English Oak, fairly squared & seasonably clear of sap

✕ **Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm for the flat

✕ From the first Foothook Heads to the Light Water Mark of American Elm } principally of Stettin Oak

✕ From the Light Water Mark to the Wales of English Oak } out of Saps, a part of it

✕ The Wales and Black-strakes are of English Oak } during the Building of the ship

✕ The Topsides of English Oak } all of good quality, fairly worked

✕ The Sheer-strakes of English Oak } and well cleared of Sap

The Gunwales of English Oak Water-ways of Stettin Oak

The Shifts of the Planking are not less than 2 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. Scarp at the Stern of Bow & Quarter on each Bulk not well divided

Planking Inside.—The Clamps are composed of Oak the Stringers of —

The Bilge Planks of American Elm and the remainder of the Ceiling of Battie fir except the flat of the side

Fastenings.—To Hold Beams South Wood Saps None

Deck Beams 2 1/2 in also 3 long in None on each side, continued down to the Bilge

Number of Breasthooks Four Pointers — Crutches — Transoms

✕ Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling are each bolted through and clenched.

General Quality of Workmanship reasonably good

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

Builder's Name

Surveyor's Name

John Branton

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. *repaired of Am. R.P.V. Newby, New.*

She has SAILS.			CABLES, &c.		ANCHORS.		
N ^o .		Fathoms.		Inches.	N ^o .	cut	cut
/	Fore Sails,	150	Chain	13/16	2	Bower, 5 1/2	5 1/4
/	Fore Top Sails,	—	Hempen Stream Cable.....	—	1	Stream, 2 1/4	—
/	Fore Topmast Stay Sails,	60	Hawser	1/2	1	Kedge, 1 1/4	—
/	Main Sails,	70	Towlines	6		All of proper weight.	
/	Main Top Sails,	80	Warp	3 3/4			
and <i>is well furnished with other</i>			All of <u>good</u> quality.				

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

She has a Clinch built Long Boat and Stiff Iron fastened,

The present state of the Windlass is good Capstan which good and Rudder with 14 Iron Beams all good.

John M. Denton

General Remarks—Statement and Date of Repairs.

Timbering

A few of the 2^d & 3^d Foot Posts on each side are not stepped solid in the floor and 1 Foot Post head; other ~~posts~~ stepped solid from 1 to 4 in. Knees & Hooks are mixed with Engl. Oak fair length in the Arms generally well cleared of Sap. Keel & Beams sound good; Timber Head & Mainchairs all good.

Plank:

The plank is all well scamed both outside & inside & fairly skinned & well cleared of Sap; Trunnels all of English Oak to the right marks and from beneath the keel are mixed with Oak all good; Decks well cleared of Sap & P. Beams all sound — Waterways well free from Sap.

Fastenings

All the Masts, Beams, Hooks &c. are generally well fitted, and all well sufficiently Bolted & Clinched, all Iron fastened properly; Bulkhead are all double Bolted (short Bolt) also on extra Bolt put into every Timber with 1 inch Bolt & Clinch inside —

Survey held July 28th 1835; Hull & all planked outside, deck & checked inside
2^d do. August 1st — Deck Beams all in. Masts. May. Deck well black
3^d do. August 8th — All Trunnels off ready for handling from under the
Main Beam, Bolted

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And we are of opinion this Vessel should be Classed 7 A.1.

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

John M. Denton

John M. Denton
John M. Denton

Committee Minute 20 November 1835

Character assigned A 1 for 7 Years

John M. Denton
John M. Denton