

No. 334 Survey held at Sunderland Date Sep. 22<sup>nd</sup> 1835 334  
 on the Anglo Ambapador Master Marshall  
 Tonnage 335 Built at Sunderland When built 1835  
 By whom built John M. Gale Owners John M. Gale  
 Port belonging to Sunderland Destined Voyage to London  
 If Surveyed Afloat or in Dry Dock during the Building  
Commenced building in May. Launched Sep. 1835.

Length aloft.....	Feet. 105	Inches. 8 1/2	Extreme Breadth .....	Feet. 26	Inches. 9	Depth of Hold .....	Feet. 18	Inches. 7
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>				
Timber and Space.....	each	14 1/2		<b>Outside.</b>		<b>Inside.</b>		
Floors.....	sided	3 1/4	Moulded	13	10	Keel to Bilge .....	3	Foot Waling <u>Timber</u> <u>3 1/2</u>
1 <sup>st</sup> Foothooks.....	"	6 1/2	"	9 1/2		Bilge Planks .....	4 1/2	Bilge Planks .....
2 <sup>nd</sup> Ditto.....	"	7 1/2	"	8		Bilge to Wales .....	3	Ceiling in Flat .....
3 <sup>rd</sup> Ditto.....	"	7 1/2	"	7 1/2		Wales .....	5	Ditto Bilge to Clamp .....
Top Timbers .....	"	7 1/2	"	5		Topsides .....	3	Hold Beam Clamps .....
Deck Beams .....	"	9 1/2	"	9 1/2	6	Sheer Strakes .....	4	Deck Beam Ditto.....
Hold Beams .....	"	6 1/2	"	6 1/2	9 1/2	Plank Sheers.....	3	Ceiling 'twixt Decks .....
Keel <u>See 3. Length of a true? By 1/2</u>	"	12	"	10		Water-ways .....	4 1/2	Hold Beam Shelves .....
Kelsons .....	"	13	"	16		Upper Deck <u>1/2 Pine</u>	3 1/4	Deck Beam ditto .....

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 3 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of African & English Oak and are free from all defects, and very well seasoned. Her Floors and first Foothooks are composed of English Oak Timber. Her other Foothooks and Top Timbers of English Oak. Her Shifts of the first and second Foothooks are not less than 3 1/2; 4 to 5 feet N.B. When reported by you less than the prescribed Rule, then state how many.

X The rest of the Shifts of the Frame are 3 1/8 to 5 feet all well shifted throughout.  
 X The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared and well cleared of sap throughout.  
 The alternate Frames are all bolted together.  
 The Butts of the Timbers are all close together; their thickness not less than 2 1/2 to 3 1/2 of the entire moulding at that place.  
 The Frame is well chocked with a Butt at each end of the chock. Chocks are good, well fitted & bolted on.  
 The Main Kelson is composed of African Oak and the False Kelson of African Oak 6 1/2 plank, doweled on.  
 The Scarphs of the Kelsons are not less than 7 feet — inches, and are doweled.

X The Deck and Hold Beams are composed of African Oak of good scantling well squared well cleared of sap.  
**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Oak.  
 From the first Foothook Heads to the Light Water Mark of Pine White Oak.  
 From the Light Water Mark to the Wales of African English Oak.  
 The Wales and Black-strakes are of African English Oak.  
 The Topsides of Pitch Pine.  
 The Sheer-strakes of African English Oak.  
 The Gunwales of African Oak Water-ways of Pitch Pine.  
 The Shifts of the Planking are not less than ready at 3 Sheaths N.B. If reported less than the prescribed Rule, state whether

X general or partial, and if partial, in what part of the Ship. Three Butts on each side on 2 Sheaths through with 4 feet Scarph.

**Planking Inside.**—The Clamps are composed of African Oak the Stringers of African Oak.  
 The Bilge Planks of African English Oak and the remainder of the Ceiling of African English Oak.

X **Fastenings.**—To Hold Beams Iron Straps round one timber; shelf on the top doweled into Beam; shelf below doweled into Iron knee.  
 X Deck Beams One Wood Ledge knee and one Iron Ledge knee placed diagonally about the 2 Way doweled.  
 X Number of Breasthooks Five Iron Deck Pointers Two Crutches one of Iron also Wood then Transoms.  
 Butts End Bolts are of Copper in the Bottom, and One Bolt in each Butt End through and clenched.  
 Bilge and Footwaling all bolted through and clenched.

X General Quality of Workmanship all very good.  
 We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name John Marshall & Co  
 Surveyor's Name John Branton



Mazin Mount and remainder of Red pine

CABLES, &c.

ANCHORS.

N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	cut	cut	cut
2	200	Chain	<i>Certificate sea</i> 1 5/8 x 1 1/4	3	Bower,	15 3/4	15 3/4 - 12 3/4
1	—	Hemp	Stream Cable	1	Stream,	4 1/4	—
2	60	Hawser	<i>Certificate sea</i> 7/8	1	Kedge,	2 3/4	—
1	80	Towlines	7/8		All of proper weight.		
2	80	Warp	5 3/4				
and		<i>is very well found on</i>					
			All of <i>good</i> quality.				

She has cannel built, Launch Long Boat and clinch built skiffolly Boat of oak all copper fastened

The present state of the Windlass is good Capstan Witch good and Rudder with 3 fathoms 12 in. Braces all good.

John M. Denton

Timbering

The frame of Ship Mercury is all of very large scantling, & is all sound & healthy; Transoms  
Hunter Timbers fairly squared & well cleared of sap; Keel, Streak of English Oak, generally  
good Arms, well squared, and well cleared of sap; Timber Head & Staunchions all good.  
Top Timbers well & properly scarfed on the 2<sup>d</sup> Forehead; Scarps & keel dwelled: -

Plankins

x The quality of plank used in the vessel throughout, is all sound & good: well worked, Seamed & turned well clear of Sap or defect: Always clear of Sap; The Scarp of Butts run from 5 to 7 feet long; Except 4 Butts on each side the Scarps are 4 to 4-8, without a struck through. Iron nails all of English Oak (Turned) all good & sufficient: (Nails all of Sp. Oak. Sound & good; Decks well laid and clear of Sap.

Eastwards.

The Timber round which the Iron Binder is fitted for the Hold Beam fastenings, carries the full size of the Beam End; The Shelf are continued all round the Bow, and are bolted so that each Timber receives a Bolt athwartships; The Iron Tied Knee brace Hold Beam End; is fitted along the Edge of the Shelf Beam, on Hold Beams, under the Cabin deck, are fastened with D-Holdknives, and a 4 Shelf below; Each Hold Beam End has 3 up & down Bolts thru & both shelf and Clinched -

This Ship is now in the River. — The Iron knees to Deck Beams are placed diagonally so as to Bolt in 3 separate Rows and each Deck Beam has 4 up & down Bolts through the 1000 Ribs & clinched on the Low Side of Beams. The 1000 Ribs are well Bolted & Clinched astward. All the Knee Beams, Sheeps Hooks &c are well fitted and all well Bolted & Clinched throughout. All Copper fastened below the Water.

See letter from  
Chas. Bailey  
dated this  
29 Oct 1835.

1 <sup>st</sup>	Nov	6 <sup>th</sup> July 1835	All Imb? Ld up & outside; part Water & Birds marked
2 <sup>d</sup>	do	23 <sup>rd</sup> July	Replanted outside from near streak to light marks
3 <sup>d</sup>	do	3 <sup>rd</sup> Aug	and all duped & hooked inside
4 <sup>th</sup>	do	5 <sup>th</sup> Aug <sup>th</sup>	Hold Duck Pears all in hand; Wags, land; Ducks not hand
5 <sup>th</sup>	do	31 <sup>st</sup> Aug	All Peas sowed off ready for travelling from Water Blue

**If Sheathed, Doubled, or Felted.**

and Date when last done

And We are of opinion this Vessel should be Classed U. A. 1.

The Amount of the Fee.....£ 4 : 4 : 0 is received by me,

John Brunton

Rev. W. Denton

Committee Minute 3 November 1835

Character assigned M 7 for 10 years  
M. S. J. R.

Refer to Mr Bayley to examine & report  
J. C. Coker