

No. 336 Survey held at Sunderland Date Sep^r 23^d 1835 336.
on the Barge Ralph Bernal Master
Tonnage 314 Built at Sunderland When built 1835
By whom built John Hutchinson Owners
Port belonging to _____ Destined Voyage _____

If Surveyed Afloat or in Dry Dock during the Building
Commenced building in December 1834 Completed September 1835

Length aloft.....	Feet. 100	Inches. 6	Extreme Breadth	Feet. 26	Inches. 9	Depth of Hold	Feet. 18	Inches. 9
Scantlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	13 1/2 14	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors.....	sided	2 1/2 Moulded	12 1/2	9 3/4	Keel to Bilge	3	Foot Waling or Liner Water	3 1/2
1 st Foothooks.....	"	10 1/2	"	9	Bilge Planks	4 1/2	Bilge Planks	4
2 nd Ditto.....	"	9 1/2 10 1/2	"	8 3/4	Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2
3 rd Ditto.....	"	7 1/2	"	7 1/2	Wales	5	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	8	"	5	Topsides	2 3/4	Hold Beam Clamps	4
Deck Beams	"	9 1/2	"	9 1/2 6 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto.....	3
Hold Beams	"	11 1/2	"	11 1/2 8 1/2	Plank Sheers.....	3 1/4	Ceiling 'twixt Decks	2 1/2
Keel <i>in 3 Lengths of Amer. & Eng. Wood</i>	"	11	"	9	Water-ways <i>in 3 Plank</i>	4	Hold Beam Shelves	5
Kelsons	"	14	"	15	Upper Deck <i>in 3 Plank</i>	3 1/4	Deck Beam ditto	

Copper.		Size of Bolts in Fastenings.		Iron.	
X Heel-Knee, and Dead Wood abaft	1 1/8	Copper.	Inches.	Hold Beam.....	1 1/4
Scarphs of Keel.....	N ^o . 8 3/4	Bolts thro' the Bilge and Foot Waling.....	3/4	Deck Beam	1 5/8
Floor Timber Bolts.....	1	Butt End Bolts	3/4	same in Iron above the Copper	
X Kelson ditto.....	1	Lower Pintle of the Rudder	2 3/4		
Transoms and throats of Hooks	1				
Arms of Hooks	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 to 3 Inches. The Space between the Top-timbers is 3 1/4 to 5 Inches.

The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects, and very well squared

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of English Oak

X Her Shifts of the first and second Foothooks are not less than 3/8 to 1/2 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 very good throughout from 3/8 to 5 feet

The Frame is very well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is all very well sided & squared, and very clear of sap or other defect.

The alternate Frames are all bolted together. Cant Bods all bolted.

The Butts of the Timbers are all close together; their thickness not less than 2 1/4 to 3 of the entire moulding at that place.

The Frame is loose chocked with a Butt at each end of the choek. Chocks all sound & well fitted

The Main Kelson is composed of African Oak and the False Kelson of Amer. Oak 6" Plank doweled on

The Scarphs of the Kelsons are not less than 7 feet inches. and are doweled

The Deck and Hold Beams are composed of African Bay Oak of good scantling, very well squared & very clear of sap

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Amer. & Eng. Black

From the first Foothook Heads to the Light Water Mark of Foreign White Oak

From the Light Water Mark to the Wales of African Bay Oak

The Wales and Black-strakes are of African Bay Oak

The Topsides of African Bay Oak

The Sheer-strakes of African Bay Oak

The Gunwales of African Bay Oak Water-ways of African Oak

The Shifts of the Planking are not less than 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.

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

The Bilge Planks of African Bay Oak and the remainder of the Ceiling of Afr. Bay Oak, except top & deck, & Pine

Fastenings.—To Hold Beams Iron Binds fitted upon doweled pieces, an Afr. Shelf on Top (doweled) and Iron hanging Nails

Deck Beams One Wood Ledger Knee, and an Iron key hanging Nails also the 2nd Way doweled.

Number of Breasthooks Five below Main deck Pointers One on each quarter Crutches One, also Wood from Transoms & Nails

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.

General Quality of Workmanship all very good regular throughout

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

Builder's Name

Surveyor's Name

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. *2 Lower Masts & Mizenmast of Yellow Pine*
Mizen Mast & Mizenmast of Red Pine

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	cut	cut	cut
2	Fore Sails,	200	Chain	1 1/4	3	Bower, 14 1/2	14 1/4	13 1/2
1	Fore Top Sails,	—	Hempen Stream Cable	—	1	Stream, 4 1/2	—	—
2	Fore Topmast Stay Sails,	60	Hawser	7 1/8	1	Kedge, 2	—	—
1	Main Sails,	80	Towlines	8 1/2		All of proper weight.		
2	Main Top Sails,	80	Warp	5 1/4				
	and is well found in the sails		All of <u>good</u> quality.					

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

She has Camel built (Larch) Long Boat and clinch built shuff & jolly boat all copper fastened.

The present state of the Windlass is good Capstan which good and Rudder with 3 Copper & 2 Iron Braces all good

Jack Robinson Patent

Machine attached

John M. Denton

General Remarks—Statement and Date of Repairs.

Timbering

The frame of ship throughout is all of larch scantling, all regularly spaced ~~and~~ very well worked & shifted throughout, and all sound & healthy; Top Timber all Bull scarfed in the 2^d Footlock head; Knee Hooks all Engl Oak. They good & firm. Very well spliced and very clear of sap; Transom & Quarter Timber well spliced & clear of sap; Timber of 1st & 2^d Main beams of Engl Oak, all sound & good; Kilt & Kelson all sound & good.

Planking

The quality of plank used in the Vessel both outside & inside is all sound & good; all very well regularly worked, very well seasoned & skinned and clear of sap or defects. The Scarp of the plank full 5 feet and all 3 Strakes though; Transom all of Engl Oak sound & sufficient; Comam all good; Wlway all clear of sap; Deck very well laid clear of sap

Fastenings

Iron Bins & Iron to Deck & Hold Beams, are all of sufficient substance; The Hold Beams shelf is continued all round the Board & dowelled into Beams; Hold Beams under the Cabin Deck are fastened with Dist. Knives; The Wlway is continued solid round the Board and 2^d Wlway dowelled into Beams; All the fragony Knee Beams, Shelf, Hooks, &c. are very well fitted, and all securely Bolted & Clanked both athwart & up & down; All Copper fastened below the Wales; Bolts through Stem, Stempost & Keel nearly all clanked &

1st Survey held 4th June; All Timber & decks outside; Water Wlway side on; also from the Keel up to the 1st footlock head the outside plank is worked

2^d Survey held 25 June; All planked outside, and all decks clanked inside.

3^d do. 18 July; Deck Beams all in sound; Wlway and Deck not laid

4th do. 7 Sept; Ship up all clanked; but the edges of plank all decks over

The Deadwood & Kelson Bolts are rather small

The shift of the Frame are shorter

This ship is in the River

If Sheathed, Doubled, or Felted,

and Date when last done

And me of opinion this Vessel should be Classed HA 1

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

Measur. See W. Bayly's letter dated 29 Oct 1835

John Brunton
John M. Denton

Committee Minute 3 November 1835

Character assigned A 1 for 10 years