No. 338 Survey held at Sunderland Date October 10th 1835   338.

on the Schooner "Elizabeth Huddleston" Master Dorkinson

Tonnage 95 Built at Sunderland When built 1835

By whom built John Huddleston Owners J Huddleston &Co.

Port belonging to Sunderland Destined Voyage to Inverness

If Surveyed Afloat or in Dry Dock During the Building

Commenced Building in July and launched September 1835

Length aloft............	Feet.	Inches.	Extreme Breadth	Feet	Inches.	Depth of Hold	Feet.	Inches.

Scantlings of Timber.

			Inches Middle	Inches Ends
Timber and Space............	each	12.13.15		
Floors............	sided	6.7.8	Moulded 7½	7
1st Foothooks............	"	6.7	" 6¾	
2nd Ditto............	"	6.7.8	" 6½	
3rd Ditto............	"	6.7.8	" 5¾	
Top Timbers............	"	6.7	" 4	
Deck Beams............	"	7½	" 7½	4½
Hold Beams............				
Keel in two Lengths of Amer.n Elm		9	" 8	
Kelsons in One Length of Amer.n Elm		9		7

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	2½	Foot Waling............	3
Bilge Planks	3	Bilge Planks	3
Bilge to Wales	2½	Ceiling in Flat	2½
Wales	3	Ditto Bilge to Clamp	2½ 2
Topsides	2	Hold Beam Clamps	3
Sheer Strakes	2½	Deck Beam Ditto	3½
Plank Sheers	2½	Ceiling 'twixt Decks	2½
Water-ways	3	Hold Beam Shelfs	
Upper Deck	3	Deck Beam ditto	

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	7/8	Bolts thro' the Bilge and Feet Waling	3/4	Hold Beam	
Scarphs of Keel............No.	3/4	Butt End Bolts	5/8	Deck Beam	5/8
Floor Timber Bolts............	3/4	Lower Pintle of the Rudder	2¼		
Kelson ditto............	7/8				
Transoms and throats of Hooks	7/8			same in Iron above the Copper	
Arms of Hooks	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 6 Inches. The Space between the Top-timbers is 2.4 to 6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English and Hambro' Oak and are tolerably free from all defects.

Her Floors and first Foothooks are composed of English Oak   Timber } except 6 Timbers Viz 1st 2nd
Her other Foothooks and Top Timbers of English Oak   } foothooks of Hambro' Oak

Her Shifts of the first and second Foothooks are not less than 2 ft. 9/6 to 3/9 N.B. When reported by you less than the prescribed Rule, then state how many. Several on each side are very short and Insufficient —

The rest of the Shifts of the Frame are generally Indifferent —

The Frame is badly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is generally badly sided and squared and in several places very sappy;

The alternate Frames are not bolted together. 5 frames on each side bolted together up to 2d foothook heads

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

The Frame is partially chocked with out a Butt at each end of the chock. in some parts very imperfectly Chocked

The Main Kelson is composed of American Elm and the False Kelson of _____

The Scarphs of the Kelsons are not less than ___ feet ___ inches. in one length —

The Deck and Hold Beams are composed of English Oak except 2 of Larch fir. all waney & sappy.

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

From the first Foothook Heads to the Light Water Mark of Amer. Elm and English Beech

From the Light Water Mark to the Wales of American Elm except 3 planks on each side of Larch fir

The Wales and Black-strakes are of American Elm

The Topsides of American Elm

The Sheer-strakes of English Oak

The Gunwales of Foreign Oak   Water-ways of Foreign 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. Scarph generally fair length.

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

The Bilge Planks of Amer. Elm and the remainder of the Ceiling of Amer. Elm & Larch fir

Fastenings.—To Hold Beams _____

Deck Beams Double Wood Ledge Knee

Number of Breasthooks Four below Deck Pointers none Crutches none Wood Iron on Knee

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

Bilge and Footwaling is bolted through and clenched. also a range of Bolts on each side up to 2 foothook heads

General Quality of Workmanship very indifferent in the frame; Planking Fastenings tolerably good

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

Builder's Name _____

Surveyor's Name John Brunton

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

She has SAILS.		CABLES, &c.				ANCHORS.	
N°.	*they*	Fathoms.		Inches	N°.		cwt cwt
1	Fore Sails,	150	Chain *Certificate seen*	7/8 & 10	2	Bower,	5 — 4¾
1	Fore Top Sails,		Hempen Stream Cable		1	Stream,	1½
1	Fore Topmast Stay Sails,	50	Hawser *Certificate seen*	9/16	1	Kedge,	1
1	Main Sails,	75	Towlines	5		All of proper weight. *with Iron Stocks*	
	Main Top Sails,	75	Warp	3½			
	and *is well found in other Suits*		All of *good* quality.				

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

She has *Clinch Butt Tench* Long Boat and *Skiff Iron fastened*

The present state of the Windlass is *good* Capstan _____ and Rudder *all good & sufficient* —

John N. Denton

_____

General Remarks—Statement and Date of Repairs.

Timbering —

Frame of Ships throughout is of small & Imperfect Scantling; wide & irregularly Spaced, and in several places very badly shifted & worked; and very unsafe; Transoms & Counter timbers wainy & sappy; Knees & Hooks all wainy & sappy; several Timbers padded on moulding Side; Timber Heads & Stanchions of Ing Oak tolerably good; Keel & Kelsons generally good —

Planking —

The quality of Plank used in the Vessel both Outside & Inside (of the description) is generally good; fairly Seamed; but in different parts not well Skinned; is well cleared of Sap; Treenails are mixed with Oak & Elm all tolerably good; Deck of Yellow Pine, reasonably clear of Sap; Paul Bitts & Comans all of American Elm;

Fastenings —

The Knees, Beams & Hooks are generally well fitted & fairly Bolted & Clinched; 8 Iron Rider Knees in each side; fitted to connect the floor Ends and Second footheck feet; & Keel are Bolted & Clinched throughall; All Iron fastened, except scarfs of Keel are Copper; Butt Ends are double Bolted (Short Bolts)

1st Survey held 31 Augt. The Vessel all Timbered & beyond outside; Wales, half plank above worked; also from the Keel up to 1 footheck heads

2d Sept 7th Sept — Deck Beams all in & Kneed; part of Deck laid
3d 12th Sept. — All planked Outside and wayst steeped Inside
4th or 21 Sept. — nearly all Ceiled & part ready for Caulking outside —

From the many omissions and deficiences detailed in the report together with her imperfect construction she does not appear to be entitled to stand in the A1 Class at all &c.

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And _____ of opinion this Vessel should be Classed _____

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

Committee Minute *13 November* 1835

Character assigned *Æ. 1* "*mixed materials indifferently Constructed*"

The Fastenings and quality of Plank used is reasonably good. The frame is very imperfect and unsafe and on this account &c ...