

No. 503 Survey held at Sunduland Date June 1836
on the Shaw Boreas Master Clunand
Tonnage 224 Built at Sunduland When built 1822/1823
By whom built Is. Johnson Owners W. Byers 1/6th Hegerberg
Port belonging to Sunduland Destined Voyage Archangel
If Surveyed Afloat or in Dry Dock On patent ways

Length aloft.....	Feet. <u>84</u> Inches. <u>11</u>	Extreme Breadth	Feet. <u>25</u> Inches. <u>0 1/2</u>	Depth of Hold	Feet. <u>15</u> Inches. <u>3</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>1 1/2</u>	Inches. Middle <u>8</u> Ends <u>9</u>	Outside.	Inches.	Inside.	
Floors.....	sided <u>1 1/2</u>	Moulded <u>1 1/2</u>	Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>3</u>
1 st Foothooks.....	<u>1 1/2</u>	<u>8</u>	Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
2 nd Ditto.....	<u>9 10</u>	<u>7 1/2</u>	Bilge to Wales.....	<u>3 1/2</u>	Ceiling in Flat.....	<u>3</u>
3 rd Ditto.....	<u>9</u>	<u>7 1/2</u>	Wales.....	<u>1 1/2</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Top Timbers.....	<u>9</u>	<u>9</u>	Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>4</u>
Deck Beams.....	<u>9</u>	<u>9</u>	Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams.....	<u>11</u>	<u>11</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2</u>
Keel <i>in 3. Sec. No. 1. Am. C. B. W. H.</i>	<u>11</u>	<u>9</u>	Water-ways.....	<u>4</u>	Hold Beam Shelves.....	<u>1 1/2</u>
Kelsons.....	<u>12</u>	<u>28</u>	Upper Deck <i>Plank</i>	<u>3</u>	Deck Beam ditto.....	<u>1</u>

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 1 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

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 3/4 to 1 1/2 ft. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 1 1/2

The Frame is fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is generally well squared

The alternate Frames are not bolted together.

The Butts of the Timbers are not close together; their thickness not less than 1/8 of the entire moulding at that place.

The Frame is not choiced with a Butt at each end of the choick.

The Main Kelson is composed of Am^e Oak and the False Kelson of Am^e Oak

The Scarphs of the Kelsons are not less than 6 feet — inches.

The Deck and Hold Beams are composed of Am^e and English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Am^e Birch

From the first Foothook Heads to the Light Water Mark of Am^e Birch

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak

The Topsides of English Oak

The Sheer-strakes of English Oak

The Gunwales of English Oak Water-ways of English Oak

The Shifts of the Planking are not less than 3 1/2 to 4 1/2 Feet — Inches. 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 Oak the Stringers of Oak

The Bilge Planks of Oak and the remainder of the Ceiling of Oak (except a few Planks of Am^e Birch)

Fastenings.—To Hold Beams South Wood Ledger Knee and Shelf with Iron Bolts

Deck Beams South Wood Ledger Knee

Number of Breasthooks Five Pointers — Crutches False Hansen

Butts End Bolts are of Copper in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling to 100 bolted through and clenched.

General Quality of Workmanship Fair

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. *Brought to the command of J. P. M.*

She has SAILS.			CABLES, &c.		ANCHORS.		
N ^o .		Fathoms.		Inches.	N ^o .	Cut Cut Cut	
2	Fore Sails,	180	Chain	5 1/2	3	Bower, 10 1/2 - 10 - 10	
2	Fore Top Sails,		Hempen Stream Cable.....		1	Stream, 3 1/2	
2	Fore Topmast Stay Sails,	60	Hawser	3 1/4	1	Kedge, 1 1/2	
1	Main Sails,	75	Towlines	7 1/2		All of proper weight.	
2	Main Top Sails,	3	Warp	5 1/4 - 4 3/4 - 4			
and is well found.			All of good quality.				

Her Standing and Running Rigging is in good order sufficient in size and tolerably good in quality.

She has a Clinch built Long Boat and Shiff in good condition.

The present state of the Windlass is good. Capstan do and Rudder with 14 Iron Beams all good
Wm M. Denton

General Remarks—Statement and Date of Repairs.

Frame of Ship when shipped is all of Dry Oak of good Scantling, well secured and all sound: Chocking very good: Beams all sound. but a part of the dry Beams run wainy & sloppy: Knee Hooks all Dry Oak: part of knee run short & wainy but are sound: The Fore Length of Shelf on top of Hold Beams on S Side is defective: Part of E & S are not stepped down from their points: The Waterways, Spunketing, plank shears, Shear Sheath, Ipside, Upper Deck, Water Mounts: also the Plank & Ironails Outside, down to the Keel appear all good: The Shifting of the Outside plank very indifferent: and Butts nearly all stepped

Repair done at the present time under license
New middle Keel of Am: Am: 3 of 1 Foot hooks: 2 Hold knees:
New Paul Britt, Part New Spunketing: Bidsy, rebotten & clanked
Kaulked from Water to Keel:

If Sheathed, Doubled, or Felted, _____
and Date when last done _____

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

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, See Fee return
24th 1836

John Branton
Wm M. Denton

Committee Minute 4 October 1836

Character assigned A 1
Wm M. Denton