

No. 705 Survey held at Sunderland Date May 1837
on the S^a Amethyst Master Maughan
Tonnage 226 Built at Sunderland When built 1825
By whom built Jas Allison Owners R Fenwick
Port belonging to London Destined Voyage London
If Surveyed Afloat or in Dry Dock In Dock

Length aloft..... Feet. Inches. 22 1 Extreme Breadth Feet. Inches. 25 5 1/2 Depth of Hold Feet. Inches. 14 9

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	12		
Floors..... sided	11 1/2	Moulded	11 1/2 9 1/2
1 st Foothooks.....	10 1/2	"	8 1/2
2 nd Ditto.....	9 1/2	"	8
3 rd Ditto.....	"	"	"
Top Timbers.....	"	"	"
Deck Beams..... Number of	8 1/2	"	8 1/2 5
Hold Beams..... Do. Do.	10 1/2	"	10 1/2 7 1/2
Keel.....	11	"	9 1/2
Kelsons.....	11	"	26

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	3
Bilge Planks.....	4	Bilge Planks.....	4
Bilge to Wales.....	3 1/2	Ceiling in Flat.....	2 1/2
Wales.....	4	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	2 1/2	Hold Beam Clamps.....	4
Sheer Strakes.....	3 1/2	Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2
Water-ways.....	4	Hold Beam Shelves.....	12 1/2 4 1/2
Upper Deck.....	3	Deck Beam ditto.....	-

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1	Bolts thro' the Bilge and Foot Waling.....	1	Hold Beam.....	1 1/2
Scarphs of Keel..... N ^o 80		Butt End Bolts.....	1 1/2	Deck Beam.....	-
Floor Timber Bolts.....	1	Lower Pintle of the Rudder.....	2 1/2		
Kelson ditto.....	1			same in Iron above the Copper.....	{
Transoms and throats of Hooks.....	1				
Arms of Hooks.....	1				

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 2 1/4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Oak and are ~~free~~ 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 1/4 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are

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

The alternate Frames are ~~not~~ bolted together.

The Butts of the Timbers are ~~not~~ close together; their thickness not less than 5/8 of the entire moulding at that place.

The Frame is ~~not~~ chocked with ~~no~~ Butt at each end of the chock.

The Main Kelson is composed of ~~Ames~~ Oak and the False Kelson of ~~Ames~~ Oak

The Scarphs of the Kelsons are not less than 8 feet 6 inches.

The Deck and Hold Beams are composed of English Oak

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

From the first Foothook Heads to the Light Water Mark of ~~Ames~~ Birch

From the Light Water Mark to the Wales of ~~English and Foreign~~ Oak

The Wales and Black-strakes are of Oak

The Topsides of Oak

The Sheer-strakes of Oak

The Gunwales of Oak Water-ways of Oak

The Shifts of the Planking are not less than 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.

The Planking is wrought 2 between.

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

Fastenings.—To Hold Beams ~~Double Wood Lugs~~ ~~Knives~~ and ~~Shells~~ on ~~Top~~

Deck Beams ~~Double Wood Lugs~~ ~~Knives~~

Number of Breasthooks Five Pointers ~~False Transom~~ ~~Scutches~~ ~~and 2 Knives each side~~

Butts End Bolts are of ~~C&S~~ in the Bottom, and ~~one~~ Bolt in each Butt End through and clenched.

Bilge and Footwaling ~~11~~ 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 Brouncker

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

She has SAILS.			CABLES, &c.		ANCHORS.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	180	Chain	1 1/2	3	Bower,	10 - 9 1/2 - 9
2	Fore Top Sails,	70	Hempen Stream Cable <i>fair</i> ...	1 1/4	1	Stream,	3 1/2
2	Fore Topmast Stay Sails,	60	Hawser	3/4	1	Kedge,	1 1/2
1	Main Sails, <i>new</i>	80	Towlines ... <i>new</i>	5 1/4		All of proper weight.	
2	Main Top Sails, <i>1 new</i>	2	Warp	5 1/4			
	and <i>suff. in other Sails.</i>		All of <i>good</i> quality.				

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

She has One Long Boat and One Skiff in fair order

The present state of the Windlass is Suff. Capstan Suff. and Rudder with 4 Braces Suff.

General Remarks—Statement and Date of Repairs.

Frame generally well grown; Several 2^d & 3^d on each side are not stepped down, and
run thin points; Beams generally wearing; Transoms wearing & dipping; Sweep of
Butts at each end 3 to 4 feet long; A few Butts not well divided. The Wings,
Spunkelling, Plank sheen, Shear Strake, Topsides, Upper deck, Water Counter,
also the plank and Iron air outside, down to keel all good and suff.

Repairs under cover at present date

Enter new keel; Enter new hullsides; New Main and False Sternpost;
Lower Stem; New Rudder & Braces; 3 Deck Beams; 8 Floor; 15 of 1 footboards
14 of 2 footboards; 11 Hold Deck new; nearly all new outside plank on
both sides from 1 footboardhead to keel; put new outside plank on each Quarter and a
few topside planks; nearly all new Ceiling from 2^d H^d to keel on both sides; Hold
2^d Beam knee ~~up~~ rebolted in; Midship Stowage knees refitted; Several new
Guernais; one Length of Deck Clamp on each side; New Breast Hook; --
Butt end & Bilge extra Bottom through 2^d Linch; Thoroughly knuckled and
valanted from Gunwale to keel (Decks included) New Main Hatch (on air)

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,

John Bruntom,
John M. Denton

Committee Minute 6 June 183 7

Character assigned A. 1