

No. 885 Survey held at Sunderland Date January 1838
on the B^d "Black Squid" Master W Reid
Tonnage 301 Built at Sunderland When built February 1834
By whom built W Wilkinson Owners Wm L. Spence & Co
Port belonging to Sunderland Destined Voyage Syria
If Surveyed Afloat or in Dry Dock On ways

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

Scantlings of Timber.

	inches	inches	inches
Timber and Space..... each	12		
Floors..... sided	12	Moulded	12 1/2
1 st Foothooks.....	"	"	"
2 nd Ditto.....	"	"	"
3 rd Ditto.....	"	"	"
Top Timbers.....	7 1/2	"	7
Deck Beams..... Number of.....	8.9	"	8.9 5/2
Hold Beams..... No. Do.....	11	"	11 7/2
Keel.....	11	"	30
Kelsons.....	12	"	

Thickness of Plank.

Outside.	inches.	Inside.	inches.
Keel to Bilge.....	3	Foot Waling.....	3
Bilge Planks.....	4	Bilge Planks.....	1 1/2
Bilge to Wales.....	3	Ceiling in Flat.....	2 1/2
Wales.....	5	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	2 1/2	Hold Beam Clamps.....	4
Sheer Strakes.....	3	Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2
Water-ways.....	4.3	Hold Beam Shelves.....	9 1/2
Upper Deck.....	3	Deck Beam ditto.....	7 1/2

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 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 Eng^l and Afr^e Oak and are set free from all defects.

Her Floors and first Foothooks are composed of Oak Timber.

Her other Foothooks and Top Timbers of Oak

Her Shifts of the first and second Foothooks are not less than — 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 — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —

The alternate Frames are — bolted together.

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

The Frame is — chocked with — Butt at each end of the chock.

The Main Kelson is composed of F Oak and the False Kelson of F Oak

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

The Deck and Hold Beams are composed of Eng^l and Afr^e Oak

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

From the first Foothook Heads to the Light Water Mark of Amer^e Elm

From the Light Water Mark to the Wales of Oak

The Wales and Black-strakes are of Oak

The Topsides of Oak

The Sheer-strakes of Oak Decks, and state of, Yellow Pine: Good order

The Gunwales of Oak Water-ways of Oak

The Shifts of the Planking are not less than 4 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 F Oak The Planking is wrought 2 between. the Stringers of F Oak

The Bilge Planks of F Oak and the remainder of the Ceiling of F English Oak

Fastenings.—To Hold Beams Double Wood Knives: Stringer on Sep, and 10 hanging Knives each side

Deck Beams Double Wood Knives, Stringer and 5 Iron diagonal Knives each side; also 4 Hopper Standards

Number of Breasthooks Five Pointers 2 pair The Crutches placed for support of Mast for

Butts End Bolts are of Copper in the Bottom, and no Bolt in each Butt End through and clenched. 2 Iron Knives each side

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Reasonably good

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.

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails, <i>one new</i>	200	Chain	1 3/8	3	Bower, <i>16 - 15 1/4 : 14 1/4</i>
2	Fore Top Sails,	1	Hempen Stream Cable.....	8 1/2	1	Stream, <i>4 1/4</i>
2	Fore Topmast Stay Sails, <i>new</i>	70	Hawser	7 1/8	2	Kedge, <i>3 1/4 - 1 1/2</i>
2	Main Sails, <i>one new</i>	1	Towlines	5 1/2		All of proper weight.
2	Main Top Sails, <i>new</i>	1	Warp	5 1/4		
and <i>suff in other sails</i>			All of <u>Good</u> quality.			

Her Standing and Running Rigging is Repetita sufficient in size and Good in quality.

She has One Long Boat and Stiff and Solly Boats

The present state of the Windlass is Good Capstan Good and Rudder Abraas suff
with Station Puncher

General Remarks—Statement and Date of Repairs.

Frame of Ship away the Air Courses and floor appear to be off Dry Dock
Stone Timber wainy: partly Hansons wainy and Sappy: The
Wood known to Hole and Deck Beams seem generally short in the Arms
and wainy: but both the Upper and Low Beams are well secured
No appearance of Waking or Straining in any part: 2 Iron Hooks
Shack and Sappy: The Dry Beams seem generally wainy

Waterways, Spunkitting, Plank Shear, Shear Sheath, Topsides,
Upper Deck, wales and Counter, also the plank and Green oak
Outside done to the hull are all found Sappy

Repair at the present time

Copper stripped off and bottom plank overhauled: New Copper
on paper up to nearly the wales: Raulled over from wales to keel
waterways Having board included: also 10 pair of Iron Hanging
Knees on each side under Hole Beams

If Sheathed, Doubled, or Felted, Coppered on paper up to nearly the wales
and Date when last done January 1838

And Lam of opinion this Vessel should be Classed S. A. S. John Branton

The Amount of the Fee.....£ 2 : 2 : 0 is received by me,

Committee Minute 23 Aug 1838

Character assigned

A 1 p. S. Year
Ch LB