

No. 1028 Survey held at Sunderland Date June 1838
 on the Ship "Andrews" Master Geo Baylen
 Tonnage 239 Built at Sunderland When built 1835
 By whom built John Leathard Owners Andrews & Co
 Port belonging to Sunderland Destined Voyage London
 If Surveyed Afloat or in Dry Dock Building

1028
 97
 LA

Length aloft.....53 Feet 3 Inches || Extreme Breadth25 Feet 3 Inches || Depth of Hold15 Feet 5 Inches

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space..... each	13			Keel to Bilge	3	Foot Waling.....	3
Floors..... sided	12	Moulded	12 9	Bilge Planks	4	Bilge Planks	4
1 st Foothooks.....	11-12	"	8 1/2	Bilge to Wales	3-2 1/2	Ceiling in Flat	2 1/2
2 nd Ditto.....	9-10	"	8	Wales	4	Ditto Bilge to Clamp	2 1/2 2
3 rd Ditto.....	8-9	"	7	Topsides	2 1/2	Hold Beam Clamps	4
Top Timbers	7-8	"	4 1/2	Sheer Strakes	3	Deck Beam Ditto.....	3
Deck Beams... Number of <u>18</u>	8	"	8 1/2 5	Plank Sheers.....	3	Ceiling 'twist Decks	2
Hold Beams... Do, do, <u>11</u>	10	"	10 8	Water-ways	6 1/2	Hold Beam Shelves	11 1/2 by 4 1/4
Keel <u>3 lengths of Dog & Cannon Elm</u>	10	"	8 1/2	Upper Deck	3	Deck Beam ditto	11 1/2 by 3 1/2
Kelsons	11	"	27				

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches		Inches		Inches
Heel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Foot Waling	1/4	Hold Beam.....	1/4
Scarphs of Keel..... N ^o <u>25</u>	3/4	Butt End Bolts	5/16	Deck Beam	1/4
Floor Timber Bolts.....	7/16	Lower Pintle of the Rudder	3/4		
Kelson ditto.....	1/2				
Transoms and throats of Hooks	1				
Arms of Hooks	3/16				
				same in Iron above the Copper	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 17 1/2 Inches. The Space between the Top-timbers is 3.4.5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Foreign Oak and are app'tly free from all defects. Her Floors and first Foothooks are composed of Foreign Oak Timber. Her other Foothooks and Top Timbers of Foreign Oak. Her Shifts of the first and second Foothooks are not less than 3/8 to 3/10 N.B. When reported by you less than the prescribed Rule, then state how many. The rest of the Shifts of the Frame are Sufft. The Frame is fully well squared from the first Foothook Heads upwards, and essentially free from sap, and from thence downwards, the frame is generally well squared. The alternate Frames are not bolted together. every 6th. The Butts of the Timbers are — close together; their thickness not less than 1/5 to 1/3 of the entire moulding at that place. The Frame is cross chocked with no Butt at each end of the chock. The Main Kelson is composed of Amst. Oak and the False Kelson of Amst. Oak. The Scarphs of the Kelsons are not less than 9 feet — inches. The Deck and Hold Beams are composed of Foreign Oak fairly squared.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Amst. Elm. From the first Foothook Heads to the Light Water Mark of Amst. Elm. From the Light Water Mark to the Wales of Foreign Oak. The Wales and Black-strakes are of Foreign Oak. The Topsides of Foreign Oak. The Sheer-strakes of Pay's 1st class Oak Decks, and state of, Yellow Pine. The Gunwales of Foreign Oak Water-ways of Pitch Pine. The Shifts of the Planking are not less than 4 to 5 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 and 3 between.

Planking Inside.—The Clamps are composed of Foreign Oak the Stringers of Foreign Oak. The Bilge Planks of Foreign Oak and the remainder of the Ceiling of Foreign Oak.

Fastenings.—To Hold Beams Double wood knees & shelve above & below. Deck Beams Double wood knees & shelve below. Number of Breasthooks Four & Transom Pointers one pair; one Transom Crutches 2 Transom knees. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship Fine.

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

Builder's Name _____
 Surveyor's Name John N. Denton



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
1	Fore Top Sails,	75	Hempen Stream Cable.....	7/4	1
2	Fore Topmast Stay Sails,	60	Hawser	3/4	1
1	Main Sails,	75	Towlines	5/4	
2	Main Top Sails,	75	Warp	4 1/2	
and <u>Suff. in the Sails</u>		All of <u>good</u> quality.			

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

She has One Long Boat and Skiff

The present state of the Windlass is good Capstan good and Rudder Beams all good
with less purchase than all new & good

General Remarks—Statement and Date of Repairs.

Decks all Fir or Oak generally of healthy quality, fairly wrought & well stifted
 a few Boards, Ten foot & Ten feet, Tops on port & starboard & on 2^d Hold
 Beams fairly good & fairly clear of Sap. one or two of the Hold Beams are very
 & Ten feet, Ten feet good ones and fairly square.

Outboard & Inboard Planks generally of fair quality, fairly wrought & stifted
 and tolerably clear of Sap. Trunnels all English oak & apply good stuff.

Beams Ten feet & Ten feet fairly fitted & well bolted & clenched.

This Vessel commenced Building March 1838 launched June 1838 was
 surveyed at the following date 23 / 4 : 19 / 5 : 4 / 6 : 5 / 6 : 16 / 6 : 3 / 7.

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

And I am of opinion this Vessel should be Classed Bay A John P. Denton

The Amount of the Fee.....£ 3 : 3 : 0 is received by me,

Committee Minute 10 July 1838

Character assigned A 1 for 7 years