

No. 1046 Survey held at Sunderland Date July 1838
 on the New England Queen Master T. L. L.
 Tonnage 283 Built at Sunderland When built 1838
 By whom built Jay & Co. Owners Newcastle General Shipping Co.
 Port belonging to Newcastle Destined Voyage Leith
 If Surveyed Afloat or in Dry Dock Building

Length aloft.....90 Feet 10 Inches. Extreme Breadth.....26 Feet 6 Inches. Depth of Hold.....16 Feet 10 Inches.

Scantlings of Timber.

	Feet.	Inches.		Feet.	Inches.
Timber and Space..... each	12		Moulded	12	10
Floors..... sided	12				
1 st Foothooks.....	10.11			9	
2 nd Ditto.....	8.9.10			8.4	
3 rd Ditto.....	8.9			7	
Top Timbers.....	6.7.8			5	
Deck Beams..... Number of 20	8.2			8.2	5
Hold Beams..... Do. do. 12	11			11	8
Keel.....	11			9	
Kelsons.....	12			29	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	3
Bilge Planks.....	4	Bilge Planks.....	4
Bilge to Wales.....	3.2.2	Ceiling in Flat.....	2.4
Wales.....	4	Ditto Bilge to Clamp.....	2.2
Topsides.....	2.2	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.....	12.12.4
Upper Deck.....	3	Deck Beam ditto.....	

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1.1.1.5	Bolts thro' the Bilge and Foot-Waling.....	3/4	Hold Beam.....	1.5
Scarp of Keel..... N. 8 C. 7.3/4		Butt End Bolts.....	5/8	Deck Beam.....	3/4
Floor Timber Bolts.....	1.1.1.5	Lower Pintle of the Rudder.....	3		
Kelson ditto.....	1.1.1.5				
Transoms and throats of Hooks.....	1				
Arms of Hooks.....	1.1.1.5				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1.1.3 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of apl. & English Oak and are gaily 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 3/8 to 4 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Suff.

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

The alternate Frames are not bolted together. every 6th

The Butts of the Timbers are gaily close together; their thickness not less than 1/8 to 1/4 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 Amst. Oak and the False Kelson of Amst. Oak

The Scarphs of the Kelsons are not less than 8 feet 0 inches.

The Deck and Hold Beams are composed of English & Foreign Oak

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 Dantzic, Eng., & apl. Oak

The Wales and Black-strakes are of apl. & Eng. Oak

The Topsides of Pitch Pine

The Sheer-strakes of apl. & Eng. Oak Decks, and state of, Yellow Pine

The Gunwales of Eng. & apl. Oak Water-ways of apl. & Eng. Oak

The Shifts of the Planking are not less than 4.5 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 & apl. 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 Ten Nails round on Timber Shelves above & below

Deck Beams Double wood knees & 12 Ten Nails each side

Number of Breasthooks Five Pointers one pair; one wood Crutches & 2 Transom Nails

Butts End Bolts are of Ten & Copper 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 Fair

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

Builder's Name

Surveyor's Name

John R. Denton

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

SAILS.			CABLES, &c.			ANCHORS.		
No.		Fathoms.		Inches.	No.			
2	Fore Sails,	200	Chain	1 1/4	3	Bower,	15	14 1/2 : 16
1	Fore Top Sails,	75	Hempen Stream Cable	7 3/4	1	Stream,	3 3/4	
2	Fore Topmast Stay Sails,	75	Hawser	5 1/2	1	Kedge,	1 3/4	
1	Main Sails,	80	Towlines	5 1/2		All of proper weight.		
2	Main Top Sails,	80	Warp	5				
and <u>suff. in other 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 Shiff

(The present state of the Windlass is good Capstan well and Rudder excellent good
South Tynock's purchase than all new & good

General Remarks—Statement and Date of Repairs.

Frame generally of healthy quality, several 2 footboards on V. Clept which
are nearly soaps. a few paddled, part of 2nd 3rd are not stepped down and on the
Point, Part of 1st and 2nd timber are nearly soaps. 1st on part Weather
Part 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th footboards, close up 3 feet long. Frame
generally thin End, House Timber soaps edges, part of Church are grain cut and
badly weathered, Part of Bay oak Beam are nearly soaps. Timber for some of the
frames.

Outboard & Inboard planking of good quality well wrought second substance &
generally well cleared of soil. Deckwork all Bay oak apptly good & well.

Beams, Truss, Hooks &c well fitted well bolted & clenched.

This Vessel commenced building Dec. 1837 launched June 1838 was
surveyed at the following date, $\frac{26}{12} : \frac{12}{2} : \frac{2}{3} : \frac{3}{4} : \frac{26}{4} : \frac{26}{5} : \frac{21}{6}$

The general appearance is good

Timber, not worth more than 1/4
Planking & Fastenings equal to 1/4

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

And Tan of opinion this Vessel should be Classed See S. A. John N. Denton

The Amount of the Fee £ 4 : 4 : - is received by me, of Fee Return Sept. 1838

Committee Minute 9 Oct 1838

Character assigned A 1 for 5 Years