

No. 1356 Survey held at Sunderland Date June 1889
on the Ship "Mybenger" Master C. McDonald
Tonnage 112 Built at Sunderland When built 1889
By whom built W. Wilkinson Owners H. Thompson
Port belonging to Sunderland Destined Voyage London
If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 12	Inches. 3	Extreme Breadth	Feet. 24	Inches. 6	Depth of Hold	Feet. 14	Inches. 6
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	Inches. 12							
Floors	11	Moulded	12	9	Outside.	Inches. 3 1/2	Inside.	Inches. 3
1st Foothooks	9 1/2	"	8 1/2	"	Keel to Bilge	3 1/2	Foot Waling	3
2nd Ditto	8 9	"	8	"	Bilge Planks	4	Bilge Planks	4
3rd Ditto	8	"	7	"	Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2
Top Timbers	7	"	4 1/2	"	Wales	4	Ditto Bilge to Clamp	2 1/2
Deck Beams N° of	10 1/2	"	8 1/2	5	Topsides	2 1/2	Hold Beam Clamps	4
Hold Beams N° of	9	"	10	7	Sheer Strakes	3	Deck Beam Ditto	3
Keel	10	"	9	"	Plank Sheers	3	Ceiling 'twixt Decks	2
Kelsons	11	"	24 1/2	"	Water-Ways	4	Hold Beam Shelves	5
					Upper Deck	3	Deck Beam Ditto	3
Copper.			Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft	1 1/8							
Scarphs of Keel	N° 8 1/4							
Floor Timber Bolts	1 1/8							
Kelson ditto	1							
Transoms and throats of Hooks	1 1/4							
Arms of Hooks	1 1/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are fair. The Frame is fairly squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is fairly squared. The alternate Frames are not bolted together every 4th & 6th N. B. If not, state how bolted. to 2nd Truss. The Butts of the Timbers are gently close together; their thickness not less than 1/4 to 1/2 of the entire moulding at that place. The Frame is not choiced with no Butt at each end of the choick. The Main Kelson is composed of Foreign Oak and the False Kelson of Foreign Oak. The Scarphs of the Kelsons are not less than 6 feet inches. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of American Elm. From the Light Water Mark to the Wales of Danish Oak part ends English Oak. The Wales and Black-strakes are of Foreign Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of Danish Oak. The Water-ways of Danish Oak. The Decks of Yellow Pine State of . The Shifts of the Planking are not less than 4 Feet inches. N. B. If less than prescribed by the 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 Limber-strakes are composed of American Oak the Bilge Planks of American Oak. The Ceiling, Lower Hold, of American Oak midships, ends Eng^l Oak Between Decks of English Oak. Shelf Pieces of American Oak Clamps of American Oak.

Fastenings.—To Hold Beams, Iron Ledger knees Stingers on top and 4 Iron knees each side below. Deck Beams Double Wood knees and Stingers below. Number of Breasthooks Five One pair Pointers One Iron Crutches 2 Transom knees each side. 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 rough.

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

Builder's Name

Surveyor's Name John Branton

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	1 1/2	3	Bower, 10 1/2 - 10.9
1	Fore Top Sails,	45	Hempen Stream Cable	7 1/2	1	Stream, 3 1/2
2	Fore Topmast Stay Sails,	60	Hawser	3 1/4	1	Kedge, 1 1/2
1	Main Sails,	80	Towlines	5 1/2		
2	Main Top Sails,	50	Warp	4 1/2		
and <u>supp in this sail</u>			All of <u>good</u> quality.			

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

She has One Long Boat and Ship

The present state of the Windlass is Capstan Winch, supp and Rudder ABlack supp.

General Remarks—Statement and Date of Repairs.

Frame offori scantling and generally of good quality. Sides of the Top timber on each side run wavy and sappy; Gunwales and Counter Timbers generally wavy and sappy; a few of the 2^d & 3^d Footboards are not stepped down and run their points. Part of the Beams run wavy and sappy but are of good scantling and on the whole a fair set for the class; some of the Deck Beams shut in the coms and sappy.

Quality of outside planking generally good and well seasoned; tolerably well wrought and sheathed and fairly cleared of sap; Gunwails of Dry Oak.

Part of the Ceiling plank very and inferior quality; Hottelbeam Stringer is not continued far enough aft.

Beams, Gunwales &c. fairly secured

Commenced building in February 1839 Launched June 1839 was surveyed at the following rates $\frac{26}{3}$; $\frac{6}{4}$; $\frac{13}{5}$; $\frac{20}{5}$

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 7th A.

John Brunton

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

Special£ : :

Committee's Minute 5 July 1839

Character assigned A 1 per 7 Years