

Surveyed & ground 437

No. 437 Port of Liverpool Date 26th Dec^r 1834

Survey of the Barque Sumatra Master Rt Richards

Tonnage 193 Owners Rt McAlmont Port belonging to London

By whom built Stanworth Where built Pool When built 1834

Destined Voyage Liverpool & Rio Janeiro

Dimensions.				Thickness of Plank.			
		Feet.	Inches.			Outside.	Inside.
Length of Keel.....	<u>82</u>	<u>1</u>		Depth of Hold	<u>15</u>	<u>8</u>	<u>3/4</u>
Rake of Stem				Lower Hold			
D° of Stern Post.....				Between Decks	<u>4</u>	<u>11</u>	
Extreme Breadth	<u>23</u>	<u>4</u>					

Scantling of Timber.				
	Inches.	Sided Inches.	Monlded Inches.	Sort of Wood.
Timber and Space, each	<u>22</u>	<u>1/2</u>		
Floors in the middle		<u>10</u>	<u>10</u>	<u>English Oak</u>
— at the ends				
1 st Foothooks				
2 nd Foothooks				
3 rd Foothooks				
Top Timbers		<u>4</u>	<u>5</u>	<u>1/2</u>
Deck Beams..... Middle.....		<u>9</u>	<u>10</u>	<u>1/2</u>
— at the Ends..		<u>9</u>	<u>4</u>	<u>1/2</u>
— Knees		<u>5</u>		
Hold Beams..... Middle.....		<u>10</u>	<u>11</u>	<u>1/2</u>
— at the Ends..		<u>10</u>	<u>9</u>	
— Knees		<u>6</u>		
Main Kelson		<u>12</u>	<u>18</u>	<u>1/2</u>
Scarp of Kelson Length	<u>5</u>	<u>3</u>		

Outside.		Inside.	
	Inches.		Inches.
Bilge to Wales		Ceiling below Hold Beams ...	<u>2</u> <u>8.0</u>
Short Hoods		Clamps and Bilge Planks.....	<u>3</u> <u>13</u>
Bilge Planks		Upper Deck Clamps and	<u>3</u>
Bilge to Keel		Spirkettling	
Wales <u>English Oak</u>	<u>5</u>	Twixt Deck Ceiling.....	<u>2</u> <u>1/2</u>
Topsides	<u>2</u> <u>1/2</u>		
Shear Strake	<u>3</u>		
Plank Shears.....	<u>2</u> <u>1/2</u>		

Double deck Decks. Coppernaild.

Thickness.....	Inches.	Water Ways	Inches.
	<u>3</u>	<u>oak</u>	<u>4</u>

Bolts.	
	Inches.
Heel, Knee, and Dead Wood	
abaft	
Scarp of the Keel	
Kelson Bolts	
Bolts thro' the Bilge and Foot	
Waling	<u>3/4</u>
Butt Bolts.....	<u>5/8</u>
Hold Beam Bolts	<u>7/8</u>
Hooks forward at throat	
Hooks forward at arms.....	
Transoms	
Lower Pintle of the Rudder ..	<u>2</u> <u>1/2</u>

I We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 26th day of Dec^r 1834

Builder's Name _____

Surveyor's Name James Carr

Masts, Yards, &c.			Sails.	
	Quality of Wood.	Length, &c.	N ^o .	N ^{os} .
Bowsprit	<u>Y.P.</u>		<u>2</u>	Fore Topmast Stay Sails.....
Foremast	<u>1</u>	<u>52</u> <u>4</u>	<u>2</u>	Fore Sail
Main Mast	<u>1</u>	<u>55</u> <u>0</u>	<u>2</u>	Fore Topsails
Mizen Mast		<u>48</u> <u>11</u> <u>1/2</u>	<u>1</u>	Main Sails
		<u>all new and good</u>	<u>2</u>	Main Top Sails.....

And is generally well found in other sails. } several found another
Sails

Cables, Cordage, &c.			Anchors.		Boats.	
	Fathoms.	Inches.	N ^{os} .		Number and Description.	
Cables, Hemp			<u>3</u>	Bower	<u>all Chucker</u>	
<u>2</u> D° Iron.....	<u>180</u>	<u>1</u> <u>1/2</u>	<u>1</u>	Stream		
Hawser.....	<u>90</u>	<u>9</u>	<u>1</u>	Kedge		
Towlines	<u>100</u>	<u>6</u>				
1 st Warp	<u>100</u>	<u>3</u> <u>1/2</u>				
2 nd D°						

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } all new

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

Owner's Name _____

Nautical Surveyor's Name _____

SURVEYOR'S REMARKS.

Timbering. *Planks, top timbers, beams, keelsons and all parts visible*
The Quality, English oak, quality good very fairly squared, -
Squaring, and dimensions above the scale, and work good.
Workmanship.

Planking. *Wales, topsides, sheerside, and plank sheen all right*
Outside and Inside oak, quality good, well worked but not well
Quality, Edging, shifted. 4 1/2 ft. Some battens running in steps -
and Workmanship. Ceiling is all English oak good and well worked
Deck dunking deck, with the deck all round
and in good condition -

Fastenings. *Copper to the keelson, bidge and butt bolts thro' +*
If Sheathed, Clinched -
Doubled, or Wood lagging knees and single stringers to hold beams
Felted. Wood lagging knees to deck beams -
fastenings are all well
Sheathed with copper on paper Decr 1834 -

Repairs.

Leaden pumps, iron chambers -

Winch, windlass, shitts all English oak well secured -

General Observations *This vessel appears to be properly built, and*
and Opinion as good, so far as the timbers are visible - & with
required by the the exception of the shifting of the main plank
Instructions. *as above mentioned, is every fairly built -*
I consider her fit to carry a dry cargo with safety
and the commanding officer within the discretion
10 A.

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

Committee Minute *8 January 1835*

Character assigned *A 1 for 10 Years*

Wm. C. B. Smith



Boqueron - 193 Street -

24. No 1434