

No. 2 Port of Newcastle Date 3<sup>rd</sup> June 1834 78.  
Survey of the Shore Comet Master J. Eden 104  
Tonnage 240 Owners J. Eden Port belonging to Newcastle  
By whom built Unknown Where built Hunderland When built 1815  
Destined Voyage Baltic Iron & copper fastened

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....		Depth of Hold.....		Outside.		Inside.	
Rake of Stem.....		Lower Hold.....		Bilge to Wales.....		Ceiling below Hold Beams.....	
D <sup>o</sup> of Stern Post.....		Between Decks.....		Short Hoods.....		Clamps and Bilge Planks.....	
Extreme Breadth.....				Bilge Planks.....		Upper Deck Clamps and	
				Bilge to Keel.....		Spirkettling.....	
				Wales.....		Twixt Deck Ceiling.....	
				Topsides.....			
				Shear Strake.....			
				Plank Shears.....			

  

Scantling of Timber.			
	Inches.	Sided Inches.	Sort of Wood.
Timber and Space, each.....			
Floors in the middle.....			
at the ends.....			
1 <sup>st</sup> Foothooks.....			
2 <sup>nd</sup> Foothooks.....			
3 <sup>rd</sup> Foothooks.....			
Top Timbers.....			
Deck Beams.....			
at the Ends.....			
Knees.....			
Hold Beams.....			
at the Ends.....			
Knees.....			
Main Kelson.....			
Scarp of Kelson.....			

  

Decks.	
Thickness.....	Water Ways.....

  

Bolts.	
	Inches.
Heel, Knee, and Dead Wood	
abait.....	
Scarp of the Keel.....	
Kelson Bolts.....	
Bolts thro' the Bilge and Foot	
Waling.....	

We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 26 day of July

Builder's Name \_\_\_\_\_

Surveyor's Name Mr. Poppelwell

Masts, Yards, &c.				Sails.	
	Quality of Wood.	Length, &c.	Thickness	N <sup>o</sup> .	N <sup>os</sup> .
Bowsprit.....	<u>all</u>	<u>Baltic</u>	<u>18 by 1 1/2 in</u>	<u>2</u>	<u>Fore Topmast Stay Sails.....</u>
Foremast.....	<u>new</u>	<u>Spur</u>	<u>17 1/2 in</u>	<u>2</u>	<u>Fore Sail.....</u>
Main Mast.....	<u>"</u>	<u>"</u>	<u>18 in</u>	<u>2</u>	<u>Fore Topsails.....</u>
Mizen Mast.....	<u>0</u>	<u>"</u>	<u>"</u>	<u>1</u>	<u>Main Sails.....</u>
				<u>2</u>	<u>Main Top Sails.....</u>

  

Cables, Cordage, &c.			
	Fathoms.	Inches.	
Cables, Hemp.....			
D <sup>o</sup> Iron.....	<u>210</u>	<u>1 1/4 Stud</u>	
Hawser.....	<u>90</u>	<u>8 do</u>	
Towlines.....	<u>70</u>	<u>5</u>	
1 <sup>st</sup> Warp.....	<u>00</u>	<u>5</u>	
2 <sup>nd</sup> D <sup>o</sup> .....	<u>00</u>	<u>4</u>	

  

Anchors.		Boats.	
N <sup>os</sup> .		Number and Description.	
<u>3</u>	<u>Bower</u>	<u>12 1/2</u>	<u>Two</u>
<u>1</u>	<u>Stream</u>	<u>3 1/2 1/4</u>	<u>Long boat</u>
<u>2</u>	<u>Kedge</u>	<u>1 1/2</u>	<u>Skiff do</u>
<u>16 3/4</u>	<u>in Windlass</u>	<u>riding chocks</u>	<u>Clunker built</u>

  

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } yes.  
new refit  
Lower Rigging & Stays

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

Owner's Name \_\_\_\_\_

Nautical Surveyor's Name Mr. Poppelwell



# SURVEYOR'S REMARKS.

## Timbering.

The Quality,  
Squaring, and  
Workmanship.

Minute of Survey, Frame Eng Oak, Hoos  
in way of Nelson's all sound and a fairly  
squared, Stem, Apron Moulds, Stern post and  
frame, Hold & Deck Beams, light heads, Plank  
timbers and coaming in fair good condition.

## Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

Decks are fair, most plank to water ways, with  
entire new Am. Elm, waterways, Plank  
Shear and stake, with topsides and black  
shakes, nearly all the foreign plank, Wales  
Eng. Oak, and double with Am. Elm over  
Oak of shakes down, and single to the hull

## Fastenings.

If Sheathed,  
+ Doubled, or  
Felled.

Am. Elm bottom, all well shifted in bulk,  
and appears firm. Ceiling all Oak except  
6. Shakes D.P. pine in lower hold in good  
order, well treenailed & wedged in ceiling.

## Repairs.

Survey & Repairs.  
Done in  
McFoy's  
dry dock  
St. Philips

Hold and deck beams fastened by double  
lagging Oak knees, with 16 extra iron  
hanging knees under deck beams and  
with 5 by 9 in shelf on Hold Beams and  
Standards Iron, Hold and deck beams,  
the knees all very lately been refastened, and  
when done the Hold beam knees, not  
quite close to timbers, 5. Holes forward, one aft.

General Observations  
and Opinion as  
required by the  
Instructions.

At this date, other repairs see Census report.  
New doubled from Wales of shakes down  
Am. Elm, entire new, waterways, Am. Elm,  
and most plank in deck R.P. pine. Eng.  
timbers down and all mortised, this  
doubling and repairs well executed,  
caulked from hull to plank shear.

That this vessel in conformity with the foregoing  
Scale of dimensions is in my opinion entitled to be  
classified for seven years, according to the Rules for  
Classification, laid down by the Committee in Page  
No. 11, for second class Ships.

The Amount of the Fee, £ 1 : 1 : 0 is received by me.

Mr Poppelwell

Committee Minute 11th August 1834.

Character assigned F, 1

Wm. C. B. Smith

Done in  
McFoy's  
dry dock  
St. Philips