

unhanded at 11/93
No. 1193 Survey held at South Shields Date Nov^r 1840
on the Barque Master Blackburn
Tonnage 412¹/₂ Built at S^r Shields When built 1840
By whom built M^r Good & Co Owners Builders yet
Port belonging to Newcastle Destined Voyage London
If Surveyed Afloat or in Dry Dock Building Laid down Dec^r 1839
Sounded Sept^r 1840

Length aloft	114	2	Extreme Breadth	28	3	Depth of Hold	20	6
Scantlings of Timber.			Thickness of Plank.					
Plank and Space	each	10 1/2	Outside.	Inside.				
Keel	sided	10 1/2	Keel to Bilge	Foot Waling				
Bilge		10 1/2	Bilge Planks	Bilge Planks				
Plank		10 1/2	Bilge to Wales	Ceiling in Flat				
Wales		10 1/2	Wales	Ditto Bilge to Clamp				
Top-sides		10 1/2	Top-sides	Hold Beam Clamps				
Sheer Strakes		10 1/2	Sheer Strakes	Deck Beam Ditto				
Plank Sheers		10 1/2	Plank Sheers	Ceiling 'twixt Decks				
Water-Ways		10 1/2	Water-Ways	Hold Beam Shelves				
Upper Deck		10 1/2	Upper Deck	Deck Beam Ditto				

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/2	Bolts thro' the Bilge and Foot Waling	3 1/2	Hold Beam	1
Scarp of Keel	1 1/2	Butt End Bolts	3 1/2	Deck Beam	10
Floor Timber Bolts	1 1/2	Lower Pintle of the Rudder	3 1/2		
Kelson ditto	1 1/2				
Transoms and throats of Hooks	1 1/2				
Arms of Hooks	1 1/2				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of Eng & French Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng & French Oak and are well free from all defects.

The Floors and first Foothooks are composed of Eng & French Oak Timber.

The other Foothooks and Top Timbers of Eng & French Oak

The Shifts of the first and second Foothooks are not less than 4 1/2 ft N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

The Frame is well squared from the first Foothook Heads upwards, and mostly free from sap, and from thence downwards, the frame is mostly well squared

The alternate Frames are well bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are well close together; their thickness not less than 3 1/4 in of the entire moulding at that place.

The Frame is well chocked with stop Butt at each end of the chock.

The Main Kelson is composed of Am Oak and the False Kelson of Am Oak

The Scarphs of the Kelsons are not less than 6 feet inches. after one perpendicular bolts 2 in

Planking Outside.—From the Keel to the first Foothook Head the Plank is composed of Am Elm

From the first Foothook Heads to the Light Water Mark of Am Elm

From the Light Water Mark to the Wales of pitch pine & For Oak

The Wales and Black-strakes are of For Oak The Topsides of pitch pine Bolted on

The Sheer-strakes and Plank-sheers of Wavy Oak The Water-ways of pitch pine

The Decks of Pine State of Am Elm

The Shifts of the Planking are not less than 4 Feet 6 Inc. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Limber-strakes are composed of For Oak the Bilge Planks of For Oak

The Ceiling, Lower Hold, of For Oak & Pine Between Decks of pitch pine Bolted on

Shelf Pieces of Hasa in Clamps & Clamps For Oak

Fastenings.—To Hold Beams Single Oak holding with 1 1/2 of Iron hanging knees

Deck Beams Single Oak holding with 1 1/2 of Iron hanging, and double

Number of Breasthooks 4 1/2 Pointers 2 1/2 Crutches one Iron

Butts End Bolts are of 2 Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling well bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name M^r Loppelwell

Surveyor's Name

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,	240	Chain	1 1/2	2	Bower,	120 - 35 - 8
2	Fore Top Sails,	90	Hempen Stream Cable	1	1	Stream,	4 - 3 - 19
2	Fore Topmast Stay Sails,	90	Hawser	1	1	Kedge,	3 - 0 - 19
1	Main Sails,	90	Towlines	8 1/2			
1	Main Top Sails,	2	Warp	6 1/2			
and	<u>well found</u>		All of <u>good</u> quality.				<u>sufficient in weight</u>

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

She has one barrel Long Boat and one Shift Rig

The present state of the Windlass is good Carstan Double and Rudder sound sufficient Braces.

General Remarks—Statement and Date of Repairs.

This Vessel Keel is in Strength of Eng. Elm, good heel Knees and aprons, The Stern frame is well seated at post and the Transoms, run bold and square, are well secured with Oak & Iron Knives. The timbering of this frame runs large and of healthy qualities, full entitled to years, The planking generally well skinned to timbers the Topsides bolted on, other planks fastened by Eng. Oak Iron and has nearly the pro. as p. Rule this, the ceiling is Wedged the Ribbons, & Knees are well seated & efficiently secured in Bolting and clinched, I would be the better on Midship body 6 1/2 of Iron Standing Frames to Hold beams been a large carrying Ship has good coamings, & the decks are well laid, has a forecastle about 45 ft long, the Hull I believe received a good patch and overhaul in planking having sailed laden with nearly 500 Tons weight on board.

If Sheathed, Doubled, Felted, or Coppered At Wales are felt When last done Nov^r 1840

I am of opinion this Vessel should be Classed O. A. L.

The Amount of the Fee.....£ 5 : - : is received by Mr. Dopperwell

Special£ : :

Committee's Minute 28 Aug 1841

Character assigned A 1 pr 5 years