

No. 14 Port of Sunderland Date April 21st 1834
 Survey of the John Barry Master Robert Carr
 Tonnage 235 Owners John Barry Junr Port belonging to Sunderland
 By whom built Thos Reed Where built Sunderland When built 1830
 Destined Voyage Sunderland to St. Johns N.B.

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....		Depth of Hold		Outside.		Inside.	
Rake of Stem		Lower Hold		Bilge to Wales	3	Ceiling below Hold Beams	2 1/2
D° of Stern Post.....		Between Decks		Short Hoods	2 1/2	Clamps and Bilge Planks.....	4
Extreme Breadth				Bilge Planks	4	Upper Deck Clamps and	
				Bilge to Keel	3	Spirkettling	4
				Wales	4 1/2	"Twixt Deck Ceiling.....	2
				Topsides	2 1/2		
				Shear Strake	3		
				Plank Shears.....	3		

Scantling of Timber.				
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each	12			
Floors in the middle		12	12	English oak
at the ends			9	do
1 st Foothooks			8 1/2	do
2 nd Foothooks			7 1/2	do
3 rd Foothooks			7	do
Top Timbers			5	do
Deck Beams..... Middle.....		9	9	English oak
at the Ends			5	
Knees		4 1/2	5	English oak
Hold Beams..... Middle.....		11	11	English oak
at the Ends			7	
Knees		6 1/2	7	Eng oak
Main Kelson <u>Am. white</u>		11	32	Amer oak
Scarp of Kelson Length				

Decks.	
Thickness	Water Ways
Thickness <u>Red pine</u>	3 1/2
	Water Ways.....

Bolts.	
	Inches.
Heel, Knee, and Dead Wood	
abait	
Scarp of the Keel	
Kelson Bolts	
Bolts thro' the Bilge and Foot	
Waling	
Butt Bolts	
Hold Beam Bolts	
Hooks forward at throat	
Hooks forward at arms.....	
Transoms	
Lower Pintle of the Rudder ..	

We certify that the preceding is a correct description of the above-named Vessel. Witness our hands, this 11 day of July 1834

Builder's Name Thomas Reed

Surveyor's Name John Brunton

Masts, Yards, &c.			Sails.	
	Quality of Wood.	Length, &c.	Nos.	Nos.
Bowsprit	Y.P.	17 1/2 inches diameter	2	Fore Topmast Stay Sails.....
Foremast	K.P.	16 - D - D -	2	Fore Sail
Main Mast	K.P.	16 - D - D -	2	Fore Topsails
Mizen Mast			1	Main Sails
			2	Main Top Sails.....
				And is generally well found in other sails. } all in good repair and several new

Cables, Cordage, &c.			Anchors.		Boats.	
	Fathoms.	Inches.	Nos.		Number and Description.	
Cables, Hemp			3	Bower	11 1/4	Long Boat & Shift clincher
D° Iron.....	180	1 1/16	1	Stream	4	Built of oak Iron fastid
Hawser.....	60	1 1/16	1	Kedge	2	
Towlines	75	1				
1 st Warp	80	5 1/2 New				
2 nd D°	80	4 1/2 New				

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } just had a thorough overhaul

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

Owner's Name John Barry Junr

Nautical Surveyor's Name John Brunton

SURVEYOR'S REMARKS.

Timbering.
The Quality,
Squaring, and
Workmanship.

The whole frame of the Vessel throughout, is reported by the Builder to be of English oak. Deck and Hold Beams and knees all of oak; floor timbers are Cup Chopped with Chock Ends buttled. The Beams and knees appear generally bracing - the 2 lower timbers forward appear bracing and stiff. The remainder of the frame when it can be seen looks good; Scarps of 1 1/2 2 footboards cannot be ascertained.

Planking.
Outside and Inside
Quality, Edging,
and Workmanship.

The Wale and all plank above (Waterways, and plank sheen included) is of English oak from the Wale to light water mark of Baltic oak plank in midships and Head End of 8y - from light water mark to that of Stem. Ceiling inside of Baltic 4y oak but principally of 15y oak; Shift of outside and inside plank generally 2 sheets though between Butts. Scarps from 3 to 4 1/2 fathoms; Butt ends of outside plank in some parts not well divided. Butt ends of Ceiling plank not well divided at the fore Main rigging; The plank generally appears sound and good quality.

Fastenings.
If Sheathed,
Doubled, or
Felted.

Hold Beams fastened with DW.L.K. of 8y oak with a 4 inch foreign oak shelf fitted flat above and below Hold Beams. Deck Beams are fastened with DW.L.K. of 8y oak with a 3 inch foreign oak shelf underneath also 4 inch hanging knees on each side with the 2 Waterways let down into Beams. Five Hoods forward below the Main deck and 2 above also a Hook plank across the Transoms abaft and head Transom knees - all the foregoing, Knee, Shelf, Waterways, Hoods &c. are well & sufficiently bolted and Clinched - Butt ends generally fastened with one Bolt to the Transom. Butt ends below the Wale, Scarps of Keel and Decks and Copper fastenings. All other fastenings of Iron. Bolts through Stem, Stem post and Keel are not Clinched.

Repairs.

The particulars & nature of repairs are as follows given by W.L.A. Adamson -

Repairs by W.L.A. Adamson
on this patent Ship in
April 1834

12 New floor timbers 17 first footboards. 10 second footboards (all 8y oak)
New knees - new Shells to Hold Beams and fastenings renewed
New fore keelson New false keelson. New lower stem and midship keel
New 8y oak transoms newly from Greenock block
157 feet of new 1 1/2 inch oak Ceiling - 142 feet of 2 1/2 inch new oak Ceiling
Remainder of Ceiling made up with the plank that was taken off but is
of good quality. All thoroughly Kauteled and put in good order
As this Vessel has just undergone a thorough overhaul in Hull & Stow every thing is in
good order, and several stores new, Windlass in the Body 16 inches and fit with
Tiding Chocks. - John P. Denton

General Observations
and Opinion as
required by the
Instructions.

The Vessel is in good order. Knee, Beam, Shelf, Hoods &c. all well bolted & Clinched
the quality of material is given by the owner & Builder and appears correct, and is
a fit condition for the safe conveyance of dry and perishable Cargoes

John Brunton

and in conformity with the foregoing dimensions is in our opinion
entitled to be Classed 14 Years, according to the Rules for Classification
laid down by the Committee on 11th page 8 for the first description of
first Class Ships - John Brunton
John P. Denton

The Amount of the Fee, £ 1 : 1 : 0 is received by me as John Brunton & Denton

Committee Minute 1st August 1834 D.C.

Character assigned A 1 for 7 years