

85 Port of Sunderland Date 18 1834 72
of the Ship Duck of Northumberland Master R. Lobley
541 Owners Cap^t L. P. L. L. Port belonging to London
built Philip Loring Where built Sunderland When built 1831

Voyage
mened building in August 1833 and launched in July 1834

Dimensions.				Thickness of Plank.			
	Feet.	Inches.		Outside.	Inches.	Inside.	Inches.
Length of Keel.....	116		Depth of Hold.....	22		Bilge to Wales.....	5 1/2
Rake of Stem.....	8	6	Lower Hold.....	14	0	Short Hoods.....	3 1/2
D° of Stern Post.....	1	4	Between Decks.....	6	1	Bilge Planks.....	5 1/2
Extreme Breadth.....	31	1 1/2				Bilge to Keel.....	3 1/2
Scantling of Timber.				Decks.			
	Inches.	Sided Inches.	Moulded Inches.				
and Space, each.....	13 1/4						
in the middle.....		14 1/2	11 1/2				
at the ends.....		11 1/2	11				
Hooks.....		12 1/2	10				
Hooks.....		10 1/2	9 1/2				
Hooks.....		9 1/2	8 1/2				
Timbers.....		8 1/2	5 1/2				
ck Beams.....Middle.....		10	10				
.....at the Ends.....		6	6				
.....Knees.....		6 1/2	6 1/2				
.....Middle.....		13	12 1/2				
.....at the Ends.....		9	9				
.....Knees.....		9	9				
.....Kelson.....		15	20				
.....Length.....		9	9				

We certify that the preceding is a correct description of the above-named Vessel. Witness our hand, this 9th day of Aug^r 1834

Builder's Name Philip Loring
Surveyor's Name John Brunton

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
prit.....	RP	44 ft long 23 1/2 in diam
.....	RP	71 do - 23 - do
.....	RP	73 1/2 do - 23 - do
.....	RP	62 do 14 - do

Cables, Cordage, &c.

	Fathoms.	Inches.
s, Hemp.....		
Iron.....	220	1 1/2
.....	60	1 1/2
.....	80	8 1/4
.....	80	5 3/4
.....	80	5 3/4

Sails.

N ^o .		N ^{os} .
2	Fore Topmast Stay Sails.....	1
2	Fore Sail	1
2	Fore Topsails	2
2	Main Sails	2
2	Main Top Sails.....	2

And is generally well
found in other sails.

} a double shift for our aft,
made of the best canvas.

anchors.

N ^{os} .		cut	cut	cut
3	Bower	26 1/4	23 1/4	16 1/4
1	Stream	8 1/4		
2	Kedge	3	1 1/2	

Boats.

Number and Description.

Cinzel built of oak timbers
Vid prim plank copper fast
Shipt the same as Long Boats

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

Owner's Name Philip Loring for Capt & others
Nautical Surveyor's Name John Brunton

Surveyed when the vessel was all taken out off ready for her trip before the
payed or paid in - Last report off at morning 5th July

SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

The frame of ship throughout is all English oak, cut down 5 to 6 years ago, with the
entirely shipped off and removed before being it. Deck Mould Beams of African
oak; keel, all English oak. Pulp and forecastle Beams of Hambro oak, average strength of
and 2 foot thick 14 to 15 ft. long. 21 foot thick heads are regularly cut & checked
but check is not better; very alternate set of timber are framed and bolted together
from the floor beam up to the 2 foot thick heads. Several of the 3 foot thick heads are bolted
to the top of the main beam and 1 foot thick on the 1 foot thick heads. The frame of ship
away the floor beam, and at the air port, twist deck, and at the air port under the
Mould Beams; counter, main beam, hook, and stern frame all well squared and cut into fine
from sap. Mould heads, main beam, all sound good, held and deck beams, keel, all
well squared and fine from sap. The timber throughout is sound & good and of large quantity.

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

The whole of the outside plank (waterways included) for the plank sheen down to the 8 foot
water mark is of African English oak. From there to the keel of American oak. Inside plank all
African English oak. Outside of hull planked with Pitch pine; outside of fore-castle planked
with Red pine (except the main beam to be oak). Mould of hull of the outside of hull plank
2-23 inch thick, through between, length 14 to 16 feet long, and built in generally well divided
throughout. Plank both inside & outside, counter plank to be all sound good quality, cut into
fine from sap. Mould or defects, all well worked, squared and skinned; all well treenailed.

Fastenings.

If Sheathed,
Doubled, or
Felted.

Head beams are fastened with an iron pin down the outside of the timber, from the 1st
length between beam & beam with 18 iron hanging knees on each side under a heavy
also an African oak shelf 15 broad by 5 thick laid flat on the top and continued all round the
bow and stern with 2 dowels into each beam end. The 2 fore and 2 after hold beams are
with knees. Deck beams are fastened with the wood knees and the iron hanging
knees (10 on each side) with the 1st & 2nd waterways both dovetailed into beam ends; 10 feet
and 2 forecastle deck beams are fastened with the wood knees and the iron hanging knees
6 hook forward below the main deck and 2 above also one iron hook twist deck, also
a wood hook placed across the transoms abaft and a long wood pointer piece across quarter
bolted into the wing transom and down the quarter, 4 wood transom knees and an iron staple
knee thus fastened to the under side of the main deck beam and upon the transom
that is placed across the counter timber feet: a wood transom placed across the
heads of the counter timber with a long iron knee on each side, tack along the side of the poop
& iron stays on each side of the poop thus to connect the main deck and the side
of the poop: also an iron knee on each side at the fore part of the poop, tack one iron fetter on
the top of the main deck and the other iron fetter up the side of the poop: A wood knee fetter upon
the after end of the main keelson with one arm and runs up to the head transom with a small
wood hook fetter across the bow and bolted into the quarter timber; all the foregoing knees,
beams, shelves, hooks, &c. are well and sufficiently bolted and clinched throughout
Butt ends are all double bolted, with one bolt in each butt to clinch inside, thoroughly
copper fastened below the water. Bolts through the stem, stern post and keel
piece are all clinched; Trenails of English oak and Blue Gum wood, principal part
are turned with a machine in dividing; 4 Copper Beams 12 in dia to rudders, all
good.

Repairs.

General Observations
and Opinion as
required by the
Instructions.

The Foremast & Mainmast built of Red pine, dovetailed upon every square
equally directed, dunnels 3 ft apart, well and sufficiently hoops, Leers & patent compass
from capstern to purchase the anchor, two stout leading bits well secured, all
things well fit good and sufficient in quantity. John P. Denton

The above is a true description of the quality of material and fastenings. The outside plank
has remained before being payed or painted (below the water) the vessel is well constructed, firm
& well worked and fastened throughout, and built of the best material. The frame of
the vessel is as follows (by counter plank): Pulp & forecastle beams, the
fore length of Mould beam on each side round the bow, hook abaft: 2 hook above the
main deck, all Hambro oak: and is in a fit condition for the safe conveyance of
any and perishable cargo to all parts of the world - John P. Denton

and in conformity with the foregoing description is in use for in use in the
to be Clipping 12 According to the rules for Clipping of Clipping laid down by
the Committee as per page 7 for the first description of 1 Clipping

John P. Denton
John P. Denton

The Amount of the Fee, £ 5 : 5 : 0 is received by me. Benjamin Denton

Committee Minute 13 August 1834

Character assigned A 1 for 7 Years

Comm. as minute 16 Dec 1834

Clipped A 1 for 11 years

Specially Reconsidered

at Comm. 20 Nov 1834

Clipping A 1 for 10 Years