

No. 232 Port of Sunderland Date 9<sup>th</sup> March 1835 232  
 Survey of the Ship "Credo" Master John Price  
 Tonnage 257 Owners John M. Gales Port belonging to Sunderland  
 By whom built John M. Gales Where built Sunderland When built 1833  
 Destined Voyage Sunderland to Bathurst

*data 16 April 1833*

Dimensions.		Thickness of Plank.	
Feet.	Inches.	Outside.	Inside.
Length of Keel.....	16 5/2	Bilge to Wales.....	3
Rake of Stem.....	10 4	Short Hoods.....	3
D° of Stern Post.....	4 6	Bilge Planks.....	-
Extreme Breadth.....	26 3	Bilge to Keel.....	-
		Wales.....	4 1/2
		Topsides.....	2 1/2
		Shear Strake.....	3
		Plank Shears.....	3

  

Scantling of Timber.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each.....	12 1/2	12 1/2	12 1/2
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..... Middle.....	9 1/2	8	8
at the Ends.....	5	5	5
Knees.....	5	5	5
Hold Beams..... Middle.....	10	10 1/2	10 1/2
at the Ends.....	7	7 1/2	7 1/2
Knees.....	7	7	7
Main Kelson.....	11	30	30
Scarp of Kelson..... Length.....	6 1/2		

  

Decks.	
Thickness.	Inches.
Water Ways.....	4 1/2

  

Bolts.	
Inches.	Inches.
Heel, Knee, and Dead Wood } abaft.....	Butt Bolts.....
Scarp of the Keel.....	Hold Beam Bolts.....
Kelson Bolts.....	Hooks forward at throat.....
Bolts thro' the Bilge and Foot } Waling.....	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 my hand, this 30 day of March -

Builder's Name Pro. of John M. Gales, London Gales

Surveyor's Name John Brunton

#### Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit.....	RP	15 m diameter
Foremast.....	RP	17 do
Main Mast.....	RP	17 do
Mizen Mast.....	-	-

#### Sails.

N°.		N°.
2	Fore Topmast Stay Sails.....	1
2	Fore Sail.....	1
2	Fore Topsails.....	2
1	Main Sails.....	3
2	Main Top Sails.....	2

And is generally well found in other sails. } *well found*

#### Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp.....		
D° Iron.....	180	1 1/2
Hawser.....	60	3/4
Towlines.....	70	7
1 <sup>st</sup> Warp.....	75	5 1/4
2 <sup>nd</sup> D°.....	80	3 3/4

#### Anchors.

N°.	Cast	Cast
3	Bower 11 1/4 - 10 1/4 - 8 1/4	
1	Stream 3	
1	Kedge 1 1/2	

#### 2 Boats.

##### Number and Description.

*Clinch built of Oak*  
*Iron fastenings*

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

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

Owner's Name Pro. of John M. Gales, London Gales

Nautical Surveyor's Name John M. Brunton





**SURVEYOR'S REMARKS.**

**Timbering.**  
*The Quality,  
Squaring, and  
Workmanship.*

The frame of Ship C. repaired by the Builder at a <sup>very</sup> good Price in the middle of good scantling, fairly spread Lath sound, Well Dressed Beam of all <sup>the</sup> <sup>best</sup> Oak of good Scantling Lath sound. Put a few good air nails at the small ends. Key, Hook, &c are a fair length at the Arms. Generally well spread. Trussers well secured; Stem, Stump, Ribs, &c. Knight Head. Haar Timber appears all sound. good & sufficient —

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

The Outside Plank from Near Throat, (Ways included) down to the Light  
Mouth, is principally of W. African Oak: from Throat to the Rail of  
American Win: Inside Plank is principally of White Oak: Height of the  
Rath of outside & inside plank 2 L 3 Throat through: Scarf is Middlings  
and good & both well divided; a few Laths round the Bars and short scarf  
well well divided: The Windows, Guttering, Plank, Sheen, Near Throat,  
Top, ~~and~~ scupper Deck, Water Counter also the Plank & Staircase, outside  
down to the Water Pipe, appears all sound & good: Inside Plank all good

**Fastenings.**  
*If Sheathed,  
Doubled, or  
Felted.*

Hold Beams, are fastened with an Iron Strap fitted round the outside of  
One Timber, and a 5" square oak shelf laid flat both above & below, and  
iron well fast. Deck Beams, are fastened with Ditt L Nails, and a  
3" square Oak Shelf below, also the 2<sup>d</sup> W Way, let down into the Beams -  
4 Hooks, forward below the Main Deck; 2 wood pin & brace  
Tension Nuts on each quarter. The upper Main Deck fastenings, Hooks  
are all firm well fitted well bolted & clinched. Bulkheads generally  
fastened with one short Bolt Iron Runnel, all Iron fastened w<sup>th</sup> 14 c<sup>t</sup> lbs  
Hooks. Bulkhead below the Water an Copper fastened; 14 Iron sudden brack  
sudden Windlapp an all good & sufficient —

### Repairs.

Fastened with one short Bolt Iron Nail, all Iron fastened 14 cpl. the  
Hooks - Bolt Iron. Below the Web an Copper fastened; 14 Iron Nails. Brass  
Nails. Windup an all good sufficient —

The Masts, Spars and Standing Rigging all in good order, The principal  
sufficient in number and in good condition, Anchors a fair weight,  
Chains (Tested, Certificate seen) Flaws, Tackle and Wreps, good and of  
sufficient lengths and sizes, Boats & Pumps good and in well found  
with useful and requisite stores - Rm. W. Denton

*General Observations  
and Opinion as  
required by the  
Instructions.*

The foregoing description of Material to appears correctly. Examination  
The Spel is well constructed. I have fastened, and in a 1st Condition  
for the safe conveyance of dry Goods with Carries -

John Brewster

SAB

and in conformity with the foregoing dimensions is in some  
Opinion better to be Clipped & A according to the full list  
drawn by the Committee as p page 8 for the "first description  
of first class Ships"

Boston  
 Nov. 1<sup>st</sup> 1780

The Amount of the Fee,  $\pounds$  / : / : / is received by me.

Committee Minute 10 April 1835

*Character assigned*

A 1 for 8 Years