

No. 248 Port of Sunduland Date 28th March 1835 248
 Survey of the Barque "Nautilus" Master A. Irving
 Tonnage 342 Owners Philip Loring Port belonging to London
 By whom built _____ Where built Whitby When built 1812
 Destined Voyage Sunduland to Quebec

Dimensions. <i>p' register</i>				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....		Depth of Hold	20	1	Outside.	Inches.	Inside.
Rake of Stem		Lower Hold	11	8	Bilge to Wales		Ceiling below Hold Beams ...
D° of Stern Post.....	101	Between Decks	6	2	Short Hoods		Clamps and Bilge Planks.....
Extreme Breadth	28				Bilge Planks		Upper Deck Clamps and
					Bilge to Keel		Spirkettling
					Wales	5	Twixt Deck Ceiling.....
					Topsides	3	
					Shear Strake	3 1/2	
					Plank Shears.....	3	

Scantling of Timber.			
	Inches.	Sided Inches.	Monied Inches.
Timber and Space, each	9-10 1/11		
Floors in the middle		11-12 1/4	12 1/2
at the ends			
1 st Foothooks			
2 nd Foothooks			
3 rd Foothooks			
Top Timbers	at air post	6"	
Deck Beams.....Middle.....	10	10 1/2	at oak
at the Ends..		6 1/2	
Knees	5 1/2	6	at fir
Hold Beams.....Middle.....	13	11 1/2	at oak
at the Ends..		8 1/2	
Knees	7 1/2		at fir
Main Kelson	10 1/2-12	21	at oak
Scarp of KelsonLength			

Decks.	
Thickness.	Inches.
Water Ways	6 1/2

Bolts.	
	Inches.
Heel, Knee, and Dead Wood	
abast	
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 ..	2 1/2

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

Builder's Name _____

Surveyor's Name John Brunton

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit	Y.P.	21 m diameter
Foremast	Y.P.	20 - do
Main Mast	Y.P.	20 - do
Mizen Mast	R.P.	13 - do

Sails.

No.		No.
2	Fore Topmast Stay Sails.....	1
2	Fore Sail	1
2	Fore Topsails	2
1	Main Sails	2
2	Main Top Sails.....	2

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

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron.....	200	1 5/8 & 1 1/4
Hawser.....	70	7/8 -
Towlines	75	1 -
1 st Warp	75	5 1/2 new -
2 nd D°	75	5 1/4 -

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

Anchors.

No.	
3	Bower 17-16-16
1	Stream 6
2	Kedge 2-1-6

Boats.

Number and Description.
 Long Boat Carvel built
 of oak copper fastened.
 Shift & Jolly Boat clench
 built of oak iron fastened.

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

Owner's Name Philip Loring

Nautical Surveyor's Name John Brunton



SURVEYOR'S REMARKS.

Timbering. Frame of Ship is repaired, and as far as can be seen appear all in good order; floor in the middle an all round and very close spaced; a part of the thin sides - from of ship away the air courses and when the hold was torn down it was found and found generally good; Hold & Deck beams all of oak & fir a part of each an short in the Arms & main; other parts good as in; Hold & Deck beams all sound; Keel, generally good & strong; Keel, Main beam, Gunwales - Stern, Stern post, Mould Head & Stern Timber appear all sound & good

Planking. The Water and all outside planks above (10 ways included) is of Fir 14 & 16 ft. Plank sheer, where Strake and of Spruce Oak; Inside plank all Oak was a part of the Skelf & Clamps of Fir & Shift of the Bottom of the Water - Plank above an generally 3 Strake, though, Scarp good & Bottom here divided - The Waterways, Spunkilling, Plank sheer, where Strake, Topsides, upper Deck also the Water Counter plank, appear generally good - Keel all good; Inside plank in midships fair; Deck at the fore & after

Fastenings. No of ship is much worn -
If Sheathed, Hold Beams are fastened with D.W. Nails and a 7/8 fir 15 ft oak skelf laid
Doubled, or flat both above & below which run well for 1 ft & 7/8 in. Nails in the
Felled. Top side and 7 hanging from Nails underneath on each side; Deck Beams are fastened with D.W. Nails and a 1/4 fir skelf underneath also 6 large staple standard on each side; Mast Daki, 5 Wood Lark for Mast forward below the main Daki; a short Hook placed across the beams above by broad points pin & Hanson Nails on each quarter; Upper Deck fastenings all firm & good; part of Hold Beams appear to have rotted but the top of it is now fastened with additional iron Nails put in with small wood Nails at the present time; All Copper fastened below the water -

Repairs. The Viper is Coppered upon Fir Sheathing with Patent felt lined underneath from the Water to Keel; 3 Copper & 2 Iron Under Bores, Moulds Wind up (with Sigsack & Dobinson Patent) are all good & sufficient -

Repairs done at the present time at present cost -
5 New Deck Beams; 25 New fir Nails to Deck Beams and 19 D. to Hold Beams 6 new additional iron Nails; Extra New Counter plank 4 ft 6 in. Counter Beams All the Bottom in midships on each side drifted out and rebolted; several of the Bottom put into the Skelf & the Viper thoroughly hauled out & hauled out

General Observations and Opinion as required by the Instructions. The Masts, Spars and Studding Rigging are in good order, the principal sails sufficient in number and in good condition, Anchors a proper weight Chain, Hawsers, Towlines & Daws all good and of sufficient length & size Bows & Pumps in good order and in generally well found and useful

The present repairs will make her eligible to class F. G. B. The foregoing description of material is appear correct (was made thoroughly in water in during repairs) The Viper is in good order and in fit condition for the safe conveyance of dry perishable Cargoes in (for & the repairs see note appended as described by the owner) - John Brunton - and in conformity with the foregoing dimensions is in my opinion in the fit class F. G. B. according to the rules laid down by the Committee as per page 10 for the "Second description of first class ships" - John Brunton

The Amount of the Fee, £ 2 : 2 : 0 is received by me. John Brunton

Committee Minute 10 April 1835

Character assigned A, 1

Particulars of the owner: In the Year 1824 then stored in the Thack down to the Shear and Water Timber & Iron at Liverpool, Patent felt was thorough