

No. 281 Port of Sunderland Date 27 May 1835
 Survey of the Swan Bergelius Master Vint
 Tonnage 209 Owners Vint and Brothers Port belonging to Sunderland
 By whom built J. Hensley Where built Sunderland When built 1835
 Destined Voyage Sunderland to London
 Commenced building in February and launched May 1835

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold.....	15 3	Bilge to Wales.....	3	Ceiling below Hold Beams.....	2 1/2
Rake of Stem.....		Lower Hold.....	9 2	Short Hoods.....	2 1/2	Clamps and Bilge Planks.....	4 4
D° of Stern Post.....	80 10 1/2	Between Decks.....	4 8	Bilge Planks.....	4	Upper Deck Planks and	
Extreme Breadth.....	24 8			Bilge to Keel.....	2 1/2	Spirketting.....	3
Scantling of Timber.				Wales.....	3 1/2	Twixt Deck Ceiling.....	2
Timber and Space, each.....	10 5 1/2			Topsides.....	2 1/2		
Floors in the middle.....		10 11	11 1/4	Plank Shears.....	2 1/2		
— at the ends.....		10 11	9	Shear Struck.....	3		
1 st Foothooks.....		8 10	8 1/2				
2 nd Foothooks.....		7 9	8				
3 rd Foothooks.....		7 8 1/2	6 1/2				
Frame.....							
Top Timbers.....		6 8	4 3/4				
Deck Beams middle.....		8	8 1/2				
— at the ends.....			5				
Knees to d°.....		5					
Keel, N°. Lengths.....		11	9 1/2				
Main Kelson.....		11 1/2	28				
Scarpes at Kelson.....		5 1/2	feet				

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

Masts, Yards, &c.

	Sort Wood.	Length, &c.
Bowsprit.....	1/2 P	33 feet by 1 1/2 inches
Foremast.....	1/2 P	54 feet by 16 inches
Topmast.....	do	32 do - 10 1/2 inches
Fore Yard.....	do	38 do - 10 1/2 inches
Main Mast.....	do	56 do - 16 1/2 inches
Main Top Mast.....	do	32 do - 10 1/2 inches
Main Yard.....	do	38 do - 10 1/2 inches
Mizen Mast.....	=	=

Cables, Cordage, &c.

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

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

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

Owner's Name

Nautical Surveyor's Name

Sails.

N°.		N°.
2	Fore Topmast Stay Sails.....	1
2	Fore Sail.....	1
1	Fore Topsails.....	2
1	Main Sails.....	3
2	Main Top Sails.....	2
	And is generally well found in other sails. } well found	

Anchors.

N°.	cut	cut	cut
3	Bower 10 1/2	10	9 1/4
1	Stream 3		
1	Kedge 1 1/2		

Boats.

Number and Description.

Clincher built of oak
 Iron fastened

SURVEYOR'S REMARKS.

Timbering.

7) 24.8
3.6 *Seiff*

Planking.

Fastenings.

*If Sheathed,
Doubled, or
Felted.*

Repairs.

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

This appears to be a
very indifferent frame
of very moderate
workmanship -

6A 3/13

Frame of Ship, the keel is all of Eng^l oak except part of transoms, 7 floor & 13 stb^s.
1 footstock; are of Hambro's oak, all of fair scantling in the Bottom, but the top timber
are generally light scantling; The frame in several places is badly sided slabby, and
badly guard for receiving the outside plank; fairly guard for receiving the inside
plank. Counter Timber are small, wary slabby; part of 2^d footstock, on each
side are not stayed where in the floor end, 1st footstock head, and part of each are
boarded on the moulding side; part of frame is quarter clipped; all of which run wary
slabby; floor end 1st footstock head are generally crip hooked, chock end not butted.
Several chocks are badly seated slabby, 12 frames on each side bottom together for the
floor end up to 2^d footstock head, Cant bodies are not framed & bottom together; Scaps of
1st & 2^d footstocks are of 3-6; Hold Beams all St^hwin oak, full guard, sound, good.
Deck Beams all Eng^l oak of fair scantling, a part of them are wary slabby on the top
side and small end; other parts, fairly guard & reasonably clear of saps; Keels all Eng^l
oak, are a fair length in the arms, a part of them are grain cut, wary, rather slabby.
Other parts well guard good; Stem, Stem post, opener. But knee, knighthead and
hauser. Timber are of Eng^l oak all generally sound good.

The Outside planks, from Blank Haven (W. Long included) down to Light House is all of English Oak; from thence to the Hut of Amer. Wm. M. Bush; Inside planks nearly all Silesian Oak (cut out of Logs & seasoned before using) except the Ceiling, most of which is of Eng. Oak; Planks of Plank generally 2 inches thick, some 4 inch Planks laterally divided; The quality of plank used is generally good, well seasoned & fairly seasoned, and reasonably clear of Sap, Turn out, all Eng. Oak, good & sufficient in size & quantity for part of deck, cutting up a few of the Pine Logs --

Hole Beams, are fastened with an Iron Staple ¹/₂ in round the outside of one timber and a Batten or shelf 12 by 1 1/2 in laid flat on the top, and runs well fast 2 ft also 7 Iron diagonal knees on each side below; The 3rd of 2nd from beam, an 8th of 2nd from

Deck Beams, are fastened with Bolt Knives and an 8 ft. oak shelf 9 by 3 underneath
above the 1st Way continued side round the Bow: 4 Hooks, four and below the Main
Deck, an Iron Hook placed across the Transoms. also a Wood pin into the side and
Transom Knives on each quarter. All the fore and aft Knives, Beams, Shelf, Hooks &c
are well fitted and well bolted & clinched (except back of the Iron Knives to the
Hold Beams are badly fitted). All Iron fastened except the Short Bolt
Bolt End & cap of Nut are Copper fastened; But End from Water & Nut are
double Bolted with one Bolt in each Bolt to Clinch inside; Belays on each side
are bolted through & clinched, 4 Iron Rudder Beams, Rudder & Windlass are all
good & sufficient

The Masts, Spars, Standing & Running Rigging are all good & sufficient.
The principal sail sufficient in number and made of good quality of Canvas.
Anchors a proper weight, Chain, Hawse, Tackle & Wares, all good and of
sufficient length & size. Boats, Pumps and the remainder of the stores of
good quality and in abundance. — John P. Deaton

The foregoing description of material is correct. (Note taken as above) The plank is generally good & fairly worked. Beams, when they are fastened, but the frame in several places (if properly squared up is over ^{and insufficient} small, is very light and flimsy. The vessel is fit to carry dry perishable cargo.

and in conformity with the foregoing dimensions is in conformity with the
 Clause 6 according to the rules laid down by the Committee as I have said for
 the "First description of first class ships"

The Amount of the Fee, " £ 3 : 3 : 0 is received by me.

Committee Minute 9 June 1835

Character - Assigned Δ 1 for 6 years

Wm. L.