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No. 318 Port of Sunderland Date August 10th 1835
 Survey of the Snow Aratus Master John Minto
 Tonnage 214 Owners Branckingham & Co. Port belonging to Sunderland
 By whom built J. Robinson Where built Sunderland When built 1835
 Destined Voyage Sunderland to London
Commenced building in March 1835. launched August 10th 1835

Dimensions.				Thickness of Plank.			
Feet.	Inches.	Feet.	Inches.	Outside.	Inches.	Inside.	Inches.
Length of Keel.....		Depth of Hold	15 3	Bilge to Wales	3	Ceiling below Hold Beams ...	2 1/2
Rake of Stem		Lower Hold	7 0	Short Hoods	2 1/2	Clamps and Bilge Planks.....	4 3/4
D° of Stern Post.....	83 2	Between Decks <u>Clear</u> ...	4 10	Bilge Planks.....	5 1/2	Upper Deck Planks and	
Extreme Breadth	24 7 1/2			Bilge to Keel	2 1/2	Spirketting	3
Scantling of Timber.				Wales	3 1/2	'Twixt Deck Ceiling.....	2
Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.	Topsides	2 1/2		
Timber and Space, each	12 1/2			Plank Shears.....	3		
Floors in the middle	11-12 1/2	12		Plank Shear	3		
— at the ends	10.12	10					
1 st Foothooks	9.10.11	9					
2 nd Foothooks	8.9.10	8 1/4					
3 rd Foothooks	7 1/2.8.9	7 1/2					
Frame							
Top Timbers	7 1/2.9	4 1/2					
Deck Beams middle	8	8					
— at the ends	5	5					
— Knees to d°							
Keel, N°. Lengths.....	10	9 1/2					
Main Kelson	10	26					
Scarpns at Kelson	7 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 Denton

Masts, Yards, &c.			Sails.		
Sort Wood.	Length, &c.		N°.		Nos.
Bowsprit	33 feet by 18 Inches		2	Fore Topmast Stay Sails.....	1
Foremast	54 ch - 16 1/4 ch -		2	Fore Sail	1
Topmast	30 1/2 ch - 10 1/4 ch -		1	Fore Topsails	2
Fore Yard	37 1/2 ch - 10 1/2 ch -		1	Main Sails	3
Main Mast	56 ch - 16 1/4 ch -		2	Main Top Sails.....	2
Main Top Mast	30 1/2 ch - 10 1/4 ch -				
Main Yard	37 1/2 ch - 10 1/2 ch -				
Mizen Mast					
Cables, Cordage, &c.			Anchors.		
Fathoms.	Inches.		Nos.		
Cables, Hemp					
D° Iron.....	180	1 1/8 4 1/16	3	Bower 11 - 10 1/2 - 9 1/2	
Hawser.....	60	3/4 thudded	1	Stream 3 3/4	
owlines	75	7 3/4	1	Kedge 1 1/2	
Warp	75	5			
	75	4 1/2 4 1/5 1/3 1/4			
and Running Rigging is all found to			2 Boats.		
efficient in size, and good in quality.			Number and Description.		
			all oak, 20m. fastened		
			clinch built.		

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

Owner's Name _____
 Nautical Surveyor's Name John M^r Denton

SURVEYOR'S REMARKS.

Repairs.

The Outside plank as follows: Vign. Plank Shear, Shear Sheek, 11 Ways. Upsides and 3 planks on each side in the Water are of Afr. Ply. Oak. The Blacking Strake and remainder of Water all Amer. White Oak in midships like Hood Ply. from the Water to the Light marks all Afr. Ply. Oak. From thence to the Keel of Am. Elm; Inside plank all Afr. Ply. Oak down to the Bridge and from thence to Keelson of Am. Ply. Oak mixed. Shifts of Bath 2 & 3 Sheek, through, Scrap fair. Rye's tolerably divided; the quality of plank used appears generally good, fairly steamed, worked and reasonably clear of Sap; Turnouts all of Afr. Oak down to the Light marks & from thence to the Keel are mixed with Afr. Oak and Amer. Elm. all good. Inside Plank well steamed & well clear of Sap.

Hold Beams, are fastened with D.W. Iron, and Corner Oak Skelf 8 by 4 and flat on the Top, continued all round the Box and runs well aft. also 3 Bar joining knees on each side below, Deck Beams, are fastened with D.W. Iron, and Corner oak skelf 10 by 3 under weath. runs well fore & aft; 3 Aft. forward below the Main Deck, 2 small, short Aft. abaft, also a joint piece and Transom knees on each Quarter - All the foreinging knees, Beams, Girds, Hold, & all side girds and all well Bolted & Clinched. All Iron fastened, both End from the Water, both End a double Bolted with one Bolt in each Bulkhead inside; Biddle and footstaples on each side are bolted through and Clinched; 4 Iron Rudder Beams. Rudder Windstop an all good & sufficient -

The Masts and Spars are all sound and good, The Standing & Running Riggers of good quality and well fitted, Sails sufficient in number and good in quality, Anchors a proper weight, Chairs, Hawse, Towline & Waips all good and of proper length and size, Boats, Pumps, and remainder of the Store good and suitable for the Vessel.

Thos. M. Denton

Kestrel American. Both
some of the Trains. Fox &
doveys, part of the 2nd &
3rd. Pigeons. Some shrikey.
Sparrows and Cuckoo similar
trains. 9 Trains only, instead
of 16 or 17 each side. Cuckoo
Notes not heard. Black Ma
trains and Saffrey, as are some
Duck kinds. Black shrikes and
Wales are only - Trains below
light mark. Engle & Am. Elm.
74. quite sufficient. 75

The foregoing description of material is correct (Note taken above) the
Vessel is well bolted & latched and in a fit condition for the safe convey-
-ance of dry and perishable Cargoes - John Brewster, -
and in conformity with the foregoing dimensions is in our opinion
qualified to be clapped according to the rules laid down for the
submission as per page for the "First description of First Class Ships"

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

Comm^d Min^g 11 S.H. 1835

Character assigned Δ 1 for 7 Years