

No. 331 Survey held at Sunderland Date Sept 18th 1835 334
on the Barque "Cynosure" Master Lamb
Tonnage 227 Built at Sunderland When built 1835
By whom built Jas Leathard Owners Geo Hay & Son
Port belonging to Sunderland Destined Voyage to London
If Surveyed Afloat or in Dry Dock during the Building

See London Survey No 2027
Length aloft..... 100 ^{Feet} 7 ^{Inches} Extreme Breadth 27 ^{Feet} 4 ^{Inches} Depth of Hold 18 ^{Feet} 7 ^{Inches}

Scantlings of Timber.				Thickness of Plank.			
				Outside.		Inside.	
Timber and Space	each	inches	inches	inches	inches	inches	inches
Floors	sided	11 1/2	Moulded	13	10	6	4
1 st Foothooks	"	10 1/2	"	9	"	8 1/2	"
2 nd Ditto	"	9	"	8 1/2	"	7 1/2	"
	"	8 1/2	"	7 1/2	"	6 1/2	"
	"	8 1/2	"	6 1/2	"	5 1/2	"
Deck Beams	"	9	"	9 1/4	6	2	Sheer Strakes
Hold Beams	"	12 1/2	"	11 1/2	9	3	Plank Sheers
Keel	"	12 1/2	"	12 1/2	9	4 1/2	Water-ways
Kelsons	"	14	"	16	"	3	Upper Deck

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/4	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	1
Scarp of Keel	N ^o 8	Butt End Bolts	3/4	Deck Beam	7/8
Floor Timber Bolts	1	Lower Pintle of the Rudder	2 3/4		
Kelson ditto	1 1/4			same in Iron above the Copper	
Transoms and throats of Hooks	1 1/8				
Arms of Hooks	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 to 3 Inches. The Space between the Top-timbers is 3.4.5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of African English Oak and are free from all defects. well squared — Her Floors and first Foothooks are composed of English Oak } all of good scantling, clean squared and is all } second quality }
Foothooks and Top Timbers of English Oak }
the first and second Foothooks are not less than 4.4 1/2 to 5 ft N.B. When reported by you less than the prescribed Rule, then state how many.

X The rest of the Shifts of the Frame are very good from 3/9 to 4/5
Y The Frame is fairly squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is fairly well squared & reasonably free from sap.
The alternate Frames are all bolted together. from the floor line up to the 8 ft height; as is the Cant Bodie and Cant Feet.
The Butts of the Timbers are all close together; their thickness not less than 2 1/2 to 3 1/2 of the entire moulding at that place.
The Frame is Cup chocked with a Butt at each end of the chock. Chock all sound well fitted
The Main Kelson is composed of African Oak and the False Kelson of Ap^o Oak 5 plank dovetailed on
The Scarphs of the Kelsons are not less than 7 feet 6 inches. and dovetailed

X The Deck and Hold Beams are composed of African Oak of good scantling; very well squared & all sound
Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm.

From the first Foothook Heads to the Light Water Mark of Quebec White Oak
From the Light Water Mark to the Wales of African English Oak } all well squared & well marked.
The Wales and Black-strakes are of African English Oak } well squared & well marked.
The Topsides of African English Oak } well squared & well marked.
The Sheer-strakes of African English Oak
The Gunwales of African English Oak Water-ways of African English Oak
The Shifts of the Planking are not less than three shifts between N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. at least 3 Butts on each side no only 2 Butts though it is a good

Planking Inside.—The Clamps are composed of African Oak the Stringers of African Oak
The Bilge Planks of Ap^o Oak and the remainder of the Ceiling of African Oak

Fastenings.—To Hold Beams iron Binds fitted upon dovetail pieces, an ap^o shelf a top dovetailed in, and iron having knees
Deck Beams iron Binds, fitted upon dovetail pieces, and iron having knees underneath and the 2 Way dovetailed
Number of Breasthooks Five Pointers Two Crutches one shot & 2 iron from knees
Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Footwaling all oak bolted through and clenched.
General Quality of Workmanship very good throughout

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

Builder's Name

Surveyor's Name

James Leathard
John Bonar

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. *Lower Mast & Mainmast of M.P. Mages that are damaged from 1835*

She has SAILS.			CABLES, &c.		ANCHORS.		
N ^o .		Fathoms.		Inches.	N ^o .	cut	cut
2	Fore Sails,	200	Chain <i>Antifunicular</i>	1 1/4	3	Bower, 15 1/2	14 1/2
1	Fore Top Sails,		Hempen Stream Cable		1	Stream, 5 1/4	13 1/2
2	Fore Topmast Stay Sails,	60	Hawser <i>Antifunicular</i>	7 1/2	1	Kedge, 2 1/4	
1	Main Sails,	80	Towlines	8 1/2		All of proper weight.	
2	Main Top Sails,	80	Warp	5 1/4			
and			All of <u>good</u> quality.				

Her Standing and Running Rigging is very well fitted sufficient in size and good in quality.

She has a carrack-built Long Boat and clinch-built Skiff both fastened

The present state of the Windlass is good Capstan which good and Rudder good both 2 (Apr. 1835) her. Under. Brass

John P. Denton

General Remarks—Statement and Date of Repairs.

Timbering

Oct 31. 1835
The Transoms and
very many of the
Poiners light fitted
5 1/2 or 6" The frame
is mainly in that part
which could be seen thick
into a very slender part.
The English Oak beams
are many and suppy.
The Iron knees and
the beams around those
to the hold beams are from
2 1/2 to 2 3/4 ft long
short to the 4 ft and 5 ft beams
are from 2 1/2 ft to
2 3/4 ft long are all of
sufficient substance.
The three lower beam
are made in three pieces—the
short pieces are from 6 to 8 ft
long—the arms or side pieces
are 5 to 6 ft to 9 ft in length.
The lower transoms or cutlets
it is termed in the report is
the fork of a tree, not giving
any additional security.
The timber all appears to be of
good quality & the
workmanship fair.
with better security off
Transoms & Mainmast
to the lower class 10A
1835

Part of Transoms are Wavy rather suppy. Works all good Arm. well
Square well cleared of Sap. Timber Head & Stanchions of Apr. Oak all
sound good; but Keel in all good & well guarded.

Planking

The quality of plank used both Outside & Inside is all sound & good
The Bulk of the Vessel throughout are well cleared: Turned all of Eng. Oak
good sufficient in size & quantity; Deck well laid & clear of sap; Somers
all African oak all very good & well fitted—Masts clear of Sap.
Decks all doweled & Edged.

Fastenings

The Beam, Knee, Shelf, Hook, Lead Docket piece between the hold and
Deck beam, are all very well fitted and all well sufficiently bolted and
Clinched; The 2 for 2 After Hold beam are fastened with 2" W. Iron.
The 1" to 2" way continued & held round the Board, also the Hold shelf continued
solid round the Board and doweled into the beam; All properly fastened
throughout. (Copper fastened); Both through Stem, Sternpost & Keel all Clinched.

Survey held 6th July 1835; All Imbrued, Keel & Keelson, Main & Masts & Spiders on
do. 17 July: All planked Outside, & Keel & Sternpost & Keel, in
do. 13 August: All Turned off ready for Keel & Keelson.

Transoms &c not described to be free from defects
a few shifts of the frame rather short, and
the frame not well squared and free from sap
10A 1835.

This vessel is now in the River

If Sheathed, Doubled, or Felted,

and Date when last done

And no one of opinion this Vessel should be Classed W.A. 1

The Amount of the Fee.....£ 4 : 4 : 0 is received by me,

Committee Minute 3 November 1835

Character assigned A 1 for 10 Years

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