

No. 337 Survey held at Sunderland Date Sept 28<sup>th</sup> 1835 337  
 on the Shew "Percy" Master J. Perkins  
 Tonnage 145 Built at Sunderland When built 1835  
 By whom built W. & A. Adamson Owners J. Perkins & Co.  
 Port belonging to London Destined Voyage to Bordeaux  
 If Surveyed Afloat or in Dry Dock during the Building  
Commenced building in June, 1835. Launched in Sept. 1835. Under special Contract.

Length aloft.....	Feet. <u>73</u> Inches. <u>10 1/2</u>	Extreme Breadth .....	Feet. <u>21</u> Inches. <u>6 1/2</u>	Depth of Hold .....	Feet. <u>13</u> Inches. <u>9</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>10 1/2</u>	Inches. Middle <u>11</u> Ends <u>8 1/2</u>	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>10 1/2</u>	Moulded	Keel to Bilge .....	<u>2 1/2</u>	Foot Waling.....	<u>3</u>
1 <sup>st</sup> Foothooks.....	" <u>8.9</u>	" <u>8</u>	Bilge Planks .....	<u>3 1/2</u>	Bilge Planks .....	<u>3</u>
2 <sup>nd</sup> Ditto.....	" <u>8.9</u>	" <u>7 1/4</u>	Bilge to Wales .....	<u>2 1/2</u>	Ceiling in Flat .....	<u>2</u>
3 <sup>rd</sup> Ditto.....	" <u>7.8</u>	" <u>6 1/2</u>	Wales .....	<u>2 1/2</u>	Ditto Bilge to Clamp .....	<u>2 1/2</u>
Top Timbers .....	" <u>6.7.8</u>	" <u>4 1/2</u>	Topsides .....	<u>2 1/2</u>	Hold Beam Clamps .....	<u>3</u>
Deck Beams .....	" <u>8 3/4</u>	" <u>8 1/2</u>	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>2 1/2</u>
Hold Beams .....	" <u>9 1/2</u>	" <u>10 1/2</u>	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks .....	<u>2</u>
Keel <u>is 2 Lengths of 4. 8. 12. 16. 20. 24. 28. 32. 36. 40. 44. 48. 52. 56. 60. 64. 68. 72. 76. 80. 84. 88. 92. 96. 100. 104. 108. 112. 116. 120. 124. 128. 132. 136. 140. 144. 148. 152. 156. 160. 164. 168. 172. 176. 180. 184. 188. 192. 196. 200. 204. 208. 212. 216. 220. 224. 228. 232. 236. 240. 244. 248. 252. 256. 260. 264. 268. 272. 276. 280. 284. 288. 292. 296. 300. 304. 308. 312. 316. 320. 324. 328. 332. 336. 340. 344. 348. 352. 356. 360. 364. 368. 372. 376. 380. 384. 388. 392. 396. 400. 404. 408. 412. 416. 420. 424. 428. 432. 436. 440. 444. 448. 452. 456. 460. 464. 468. 472. 476. 480. 484. 488. 492. 496. 500. 504. 508. 512. 516. 520. 524. 528. 532. 536. 540. 544. 548. 552. 556. 560. 564. 568. 572. 576. 580. 584. 588. 592. 596. 600. 604. 608. 612. 616. 620. 624. 628. 632. 636. 640. 644. 648. 652. 656. 660. 664. 668. 672. 676. 680. 684. 688. 692. 696. 700. 704. 708. 712. 716. 720. 724. 728. 732. 736. 740. 744. 748. 752. 756. 760. 764. 768. 772. 776. 780. 784. 788. 792. 796. 800. 804. 808. 812. 816. 820. 824. 828. 832. 836. 840. 844. 848. 852. 856. 860. 864. 868. 872. 876. 880. 884. 888. 892. 896. 900. 904. 908. 912. 916. 920. 924. 928. 932. 936. 940. 944. 948. 952. 956. 960. 964. 968. 972. 976. 980. 984. 988. 992. 996. 1000.</u>	" <u>8 1/2</u>	Water-ways .....	<u>5</u>	Hold Beam Shelves .....	<u>3</u>	
Kelsons .....	" <u>10 1/4</u>	" <u>11</u>	Upper Deck <u>is 1/2 Pine</u>	<u>2 1/2</u>	Deck Beam ditto .....	<u>2</u>

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 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. and very well squared  
 Her Floors and first Foothooks are composed of English Oak Timber.  
 Her other Foothooks and Top Timbers of English Oak  
 Her Shifts of the first and second Foothooks are not less than 3/16. 3/8 to 1/2 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 all very good from 3/4 to 3/8  
 The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is all well sided & squared and very clear of sap throughout  
 The alternate Frames are all bolted together.  
 The Butts of the Timbers are all close together; their thickness not less than 2 to 3 1/2 of the entire moulding at that place.  
 The Frame is close chocked with a Butt at each end of the chock. Chocks all sound & well fitted  
 The Main Kelson is composed of African Oak and the False Kelson of American Oak sided 10 1/4 by 11  
 The Scarphs of the Kelsons are not less than 5 feet 6 inches. and are dovetailed  
 The Deck and Hold Beams are composed of English & African Oak of good scantling, well squared & clear of sap

**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 English Oak except one plank of Am. White Oak  
 From the Light Water Mark to the Wales of African English Oak  
 The Wales and Black-strakes are of African English Oak  
 The Topsides of African English Oak  
 The Sheer-strakes of African English Oak  
 The Gunwales of African Oak Water-ways of African Oak  
 The Shifts of the Planking are not less than 3 Strakes in midships N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. 2 Butts on each side away from Main Rigging have 2 strakes between

**Planking Inside.**—The Clamps are composed of African Oak the Stringers of African Oak  
 The Bilge Planks of African Oak and the remainder of the Ceiling of African Oak  
**Fastenings.**—To Hold Beams Iron Ledge Knives and Asi. Shells overlaid both clinched through  
 Deck Beams are fastened with one Wood Ledge Knife and an Iron Ledge hanging Knife  
 Number of Breasthooks Four below Maindeck Pointers — Crutches — Transom Knives  
 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling are each 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 W. & A. Adamson  
 Surveyor's Name John Brown



Her Masts, Yards, &c. are in good condition, and sufficient in size and length. all of Red Pine

She has SAILS.			CABLES, &c.		ANCHORS.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	cut	cut
2	Fore Sails,	180	Chain .....	1	2	Bower, 8 1/2	7 1/2
1	Fore Top Sails,	-	Hempen Stream Cable.....	-	1	Stream, 3 1/4	-
2	Fore Topmast Stay Sails,	60	Hawser .....	3/4	1	Kedge, 1 1/2	-
1	Main Sails,	80	Towlines .....	7 1/2		All of proper weight.	
2	Main Top Sails,	80	Warp .....	4 3/4			
and is well fished in the			All of <u>good</u> quality.				

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

She has Cluck-butt Long Boat and Skiff of Larch, Ten persons

The present state of the Windlass is good Capstan good and Rudder with 4 Iron Biron all good.

John M<sup>r</sup> Denton

### General Remarks—Statement and Date of Repairs.

#### Timbering.

The Frame of Ship, throughout is of good scantling, all sound healthy, regularly shrouded and all very well worked & shifted throughout: Top Timbers all well & properly scarfed on 2 footwork heads; Sheer Strakes all of Dry Oak very good. Arms, well secured & well cleared of sap, Timber Head Stanchions of App<sup>r</sup> Dry Oak all very good; Transoms, Counter Timbers well secured. But Keelson all sound good.

#### Planking.

The whole of the plank used in the Vessel throughout is of sound, good quality, very well regularly worked and very well flamed skinned and clear of sap or defect. The Scarf of planks run from 4 1/2 to 5 1/2; where the Butts are 2 Strakes through the Scarf are from 4 to 4 1/2. Sides; Stern all of Dry Oak sound good. (Some are all App<sup>r</sup> Oak sound good). Decks very well laid and clear of sap.

#### Fastenings.

The Keelson, Beams, Shelf, Hooks, Ways &c are all very well fitted, and very well and sufficiently Bolted & Clinched throughout. All Copper Fastenings below the Water; Bolts through Stem, Sternpost &c are all Clinched.

1<sup>st</sup> Survey held 9<sup>th</sup> August: That vessel all Timbers, Skins & Chocks Outside Inside  
2<sup>d</sup> do. 25 Aug: All planked Outside; Deck Beams all in: Heads; Decks well laid  
3<sup>d</sup> do. 15 Sep: All Timbers off ready for caulking from foremast to keel

Shifts of Frame short in places—

11 A 9 1/2

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And Heall of opinion this Vessel should be Classed 11 A 1

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

John Brinton  
John M<sup>r</sup> Denton

Committee Minute 9 October 1835.

Character assigned A 1 for 10 years

Cinnu & Co 22 Oct 1835  
to be raised to 11 A  
M<sup>r</sup> J