

No. 520 Survey held at Sunduland Date July 1836 520
 on the Sho Joseph Kumi Master J. Richmond
 Tonnage 266 Built at New Brunswick When built 1824
 By whom built --- Owners Millar & Potter
 Port belonging to London Destined Voyage Bathie
 If Surveyed Afloat or in Dry Dock In Dock

Length aloft.....	Feet. 72	Inches. 6	Extreme Breadth	Feet. 26	Inches. 8	Depth of Hold	Feet. 18	Inches. 4 1/2
Scantlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	12.13	Inches. Middle	Inches. Ends	Outside.		Inside.	
Floors.....	sided	1.15	Moulded	15 10	Keel to Bilge	3	Foot Waling.....	4
1 st Foothooks.....	"	10.11	"	9	Bilge Planks	4	Bilge Planks	4
2 nd Ditto.....	"	9.10	"	8 1/2	Bilge to Wales	3	Ceiling in Flat	3
3 rd Ditto.....	"	8.10	"	8	Wales	5 1/2	Ditto Bilge to Clamp	3
Top Timbers	"	8.10	"	7 1/2	Topsides	3	Hold Beam Clamps	4
Deck Beams	"	1 1/2.11	"	11 8	Sheer Strakes	4	Deck Beam Ditto.....	4
Hold Beams	"	12	"	12 9	Plank Sheers.....	3 1/2	Ceiling 'twixt Decks	3
Keel <u>New Brunswick</u>	"	12	"	4 1/2	Water-ways	1 1/2	Hold Beam Shelves	13 1/2
Kelsons	"	11 1/2	"	33	Upper Deck	3	Deck Beam ditto	12 1/2

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.	Copper.	Inches.		Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling.....	$\frac{7}{8}$	Hold Beam.....	"
Scarp of Keel.....	No. 9	Butt End Bolts	$\frac{3}{4}$	Deck Beam	"
Floor Timber Bolts.....		Lower Pintle of the Rudder	$2\frac{3}{4}$		
Kelson ditto.....	$1\frac{1}{4}$				
Transoms and throats of Hooks					
Arms of Hooks				same in Iron above the Copper	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 62 Inches. The Space between the Top-timbers is 1.4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Brick & Fir and are free from all defects.
 Her Floors and first Foothooks are composed of Oak, Brick & Fir Timber.
 Her other Foothooks and Top Timbers of Oak, Brick & Fir (Top all Fir)
 Her Shifts of the first and second Foothooks are not less than 3/8 to 1/2 N.B. When reported by you less than the prescribed Rule, then state how many.
 The rest of the Shifts of the Frame are ---
 The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared
 The alternate Frames are --- bolted together.
 The Butts of the Timbers are firmly close together; their thickness not less than 1/8 to 1/2 of the entire moulding at that place.
 The Frame is --- chocked with a Butt at each end of the chock.
 The Main Kelson is composed of Amer. Oak and the False Kelson of Amer. Oak
 The Scarphs of the Kelsons are not less than 8 feet --- inches, and dovetailed
 The Deck and Hold Beams are composed of Fir

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Brick
 From the first Foothook Heads to the Light Water Mark of Brick & Fir
 From the Light Water Mark to the Wales of Fir
 The Wales and Black-strakes are of Fir
 The Topsides of Fir
 The Sheer-strakes of Fir
 The Gunwales of Fir Water-ways of Fir
 The Shifts of the Planking are not less than 1 1/2 Feet --- Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of Fir The Planking is wrought 2 and 3 between the Stringers of Fir

The Bilge Planks of Amer. Oak and the remainder of the Ceiling of Brick & Fir (principally Fir)
Fastenings.—To Hold Beams Iron Screws and Shells above below
 Deck Beams Iron Screws and Shells below
 Number of Breasthooks 6 and 10 Pointers Chaparr Crutches Iron Screws and Shells
 Butts End Bolts are of C & S in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling in Iron bolted through and clenched.
 General Quality of Workmanship reasonably good

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

Builder's Name

Surveyor's Name

John Branton

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. moment new at present time

She has SAILS.			CABLES, &c.		ANCHORS.		
N ^o .		Fathoms.		Inches.	N ^o .	cut	cut
2	Fore Sails,	200	Chain <u>100 ft. 1/2</u> - <u>60 ft. 1/2</u>	1 1/2	3	Bower, <u>14 1/2</u> - <u>14 1/2</u> - <u>14</u>	
2	Fore Top Sails,		Hempen Stream Cable.....		1	Stream, <u>14 1/2</u>	
2	Fore Topmast Stay Sails,	60	Hawser	1 1/2	1	Kedge, <u>2 1/2</u>	
1	Main Sails,	120	Towlines <u>good</u>	3 3/4		All of proper weight.	
2	Main Top Sails,	2	Warp <u>5 1/4</u> new - <u>5 1/4</u> worn				
and is well found			All of <u>tolerable</u> quality.				

Her Standing and Running Rigging is good Man Rigg Mast sufficient in size and good in quality.

She has One Long Boat and Eller Skiff good sufficient

The present state of the Windlass is good Capstan good and Rudder with 2 C & 2 I Bower sufficient
with 2 yacks from chain John M. Denton

General Remarks—Statement and Date of Repairs.

After length of Nelson in Birch; Masts of Aff. Hamble & Fir good arms. Beams all well secured Sound except the Bowsprit & Beam in broken but is well clamped; also the Fore Hold Beam broken; Masts all Fir good arms Sound; A few 2 & 3 foot hooks left in an defective also in the Ewarton. The Birch Timber in defective; remainder of the Frame as far as can be seen appears all sound; Sternpost scarping; upper and Low Beam fastenings to an Firm Larch Bottom & Clinched; The W Ways. Spunkitting, Plant Shear. Shear Struts, Topsides, upper Deck. Water House, also the plank & Trunnails outside down to Keel appear seasonally good; The Shifting of planks round Ewarton Indifferent. and Scarp Short.

Repair under Runway. and Paint at Menon Cost arising from decay

12 Floor Timbers; 12 of 1 foot hooks; 9 of 2 foot hooks; Main & Fore Masts; New Fore Length of Keel; A quantity of New Outside Lining planks; The Copper ~~Strip~~ and Wood Sheathing Stripped off; All the outside plank duped over; nearly all New Trunnails; Hooks rebolted; 5 New Transoms; part of new Bottom post, Windlass New Low Hook Stemson; Repair of pointer, and Work about; Moulding Kaulthud Work and

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And we are of opinion this Vessel should be Classed A.C. 1.

The Amount of the Fee.....£ 1 : 1 : 0 is received by me,

Special Survey - 1 - 1 - 0
2 - 2 - 0

Committee Minute 12 August 1836

Character assigned F, 1.

John Brunton

John M. Denton

see annexed survey
Newcastle 4 July 1834