

No. 616 Survey held at Sunderland Date February 1837  
on the Bk. Admetus Master Day  
Tonnage 43 305 Built at Sunderland When built 1837  
By whom built S.P. Mills Owners The Harrison  
Port belonging to Sunderland Destined Voyage Mediterranean  
If Surveyed Afloat or in Dry Dock building

Length aloft.....	Feet. <u>77</u> Inches. <u>6</u>	Extreme Breadth .....	Feet. <u>27</u> Inches. <u>-</u>	Depth of Hold .....	Feet. <u>18</u> Inches. <u>8</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Timber and Space.....	each <u>12.13</u>	Inches Middle <u>12.5</u> Ends <u>10</u>	<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
Floors.....	sided <u>12</u>	Moulded <u>12.5</u> <u>10</u>	Keel to Bilge .....	<u>3</u>	Foot Waling.....	<u>1</u>
1 <sup>st</sup> Foothooks.....	<u>9.10.11</u>	" <u>9.12</u>	Bilge Planks .....	<u>5</u>	Bilge Planks .....	<u>4</u>
2 <sup>nd</sup> Ditto.....	" <u>9.10</u>	" <u>8.12</u>	Bilge to Wales .....	<u>2 1/2</u> <u>3</u>	Ceiling in Flat .....	<u>2 1/2</u>
3 <sup>rd</sup> Ditto.....	" <u>8.9</u>	" <u>7.12</u>	Wales .....	<u>5</u>	Ditto Bilge to Clamp .....	<u>3</u> <u>2 1/2</u> <u>1 1/2</u>
Top Timbers .....	" <u>7.8</u>	" <u>5</u>	Topsides .....	<u>3</u>	Hold Beam Clamps .....	<u>4</u>
Deck Beams .....	Number of <u>20</u>	" <u>9.12</u> <u>6</u>	Sheer Strakes .....	<u>3 1/2</u>	2 <sup>nd</sup> Deck Beam Ditto.....	<u>3</u>
Hold Beams .....	Do Do <u>14</u>	" <u>11</u> <u>8</u>	Plank Sheers.....	<u>3 1/2</u> <u>3 1/4</u>	Ceiling 'twixt Decks .....	<u>3 1/2</u> <u>1 1/2</u> <u>1 1/2</u>
Keel.....	<u>12</u>	" <u>9</u>	Water-ways .....	<u>4 1/2</u> <u>4 1/4</u>	Hold Beam Shelves .....	<u>13.6</u> <u>5 1/2</u>
Kelsons .....	<u>12 1/2</u>	" <u>11</u>	Upper Deck .....	<u>3</u>	Deck Beam ditto .....	<u>-</u>

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 163 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 Ap<sup>c</sup> and Eng<sup>c</sup> Oak and are fully free from all defects.

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 3/8 to 4/6 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are good

The Frame is fully well squared from the first Foothook Heads upwards, and usually free from sap, and from thence downwards, the frame is generally well squared

The alternate Frames are not bolted together.

The Butts of the Timbers are fully close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is well choiced with no Butt at each end of the choick.

The Main Kelson is composed of Ap<sup>c</sup> Oak and the False Kelson of Am<sup>c</sup> Oak 12 1/2 by 12 1/2

The Scarphs of the Kelsons are not less than 7 feet 6 inches. and haselwood

The Deck and Hold Beams are composed of Ap<sup>c</sup> and Eng<sup>c</sup> Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Am<sup>c</sup> Oak

From the first Foothook Heads to the Light Water Mark of Foreign White Oak

From the Light Water Mark to the Wales of Ap<sup>c</sup> and Eng<sup>c</sup> Oak

The Wales and Black-strakes are of Ap<sup>c</sup> and Eng<sup>c</sup> Oak

The Topsides of Pitch Pine

The Sheer-strakes of Ap<sup>c</sup> and Eng<sup>c</sup> Oak

The Gunwales of Ap<sup>c</sup> and Eng<sup>c</sup> Oak Water-ways of 1 1/2 by 1 1/2 Ap<sup>c</sup> Oak

The Shifts of the Planking are not less than 5 Feet 1 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 Ap<sup>c</sup> and Eng<sup>c</sup> Oak the Stringers of Ap<sup>c</sup> Oak

The Bilge Planks of Meng<sup>c</sup> Oak and the remainder of the Ceiling of Ap<sup>c</sup> and Eng<sup>c</sup> Oak

**Fastenings.**—To Hold Beams Iron Ledge Nails; Shelf or Ledge dowelled and 12 Iron Nails each side below

Deck Beams One Wood Ledge Nail and Iron Ledge Nail; also 2 1/2 by 1 1/2 dowelled.

Number of Breasthooks Five and Stemson; Pointers 2 each side; the Crutches and 3 Iron Nails each side

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling 6 bolted through and clenched.

General Quality of Workmanship good throughout

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

Builder's Name S. P. Mills

Surveyor's Name John Branton



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS.		
N <sup>o</sup> .		Fathoms.		inches.	N <sup>o</sup> .	cut	cut
2	Fore Sails,	200	Chain .....	1 1/2	3	Bower,	15 1/2 - 15 - 14 1/2
1	Fore Top Sails,		Hempen Stream Cable .....		1	Stream,	5
2	Fore Topmast Stay Sails,	60	Hawser .....	7/8	1	Kedge,	2
1	Main Sails,	80	Towlines .....	8/8		All of proper weight.	
2	Main Top Sails,	2	Warps .....	1 1/2			
and <u>Suff. in other Sails</u>			All of <u>good</u> quality.				

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

She has one Long Boat and one Stiff good duff.

The present state of the Windlass is good Capstan well and Rudder with 3 1/2 in. Beam as suff.  
with 1/2 inch puncher

John N. Denton

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

Frame of well grown and generally healthy quality: regularly spaced, fairly wrought and well shipt: Deadwood near thin throat: Part Transoms being: A few 2 1/2" shipt down 1 inch: Part of Top Decked Part better in 2 1/2": A few of the big Beams being 1 1/2" but are reasonably free from sap: Union good arms generally well secured: Quality of Planking good throughout, well wrought and shipt: Long free from sap: Green oak of big Oak & Blue Gum Wood (Turned) (being good in quality and well wrought: Shipt gently 3 between Scarps 5 feet - between Low Beam fastenings. Holes in all well fitted and securely bolted & clinched: Part of the big Union to the D Beam rather light away the 2 Bott. -

This Vessel commenced building in June 1836, launched Jan'y 1837: was surveyed at the following dates 18: 10: 11: 28: 12: 23

Her general appearance is Firm and Substantial

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

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

And we are of opinion this Vessel should be Classed \_\_\_\_\_

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

John N. Denton

Committee Minute \_\_\_\_\_ 1837

Character assigned \_\_\_\_\_

A 1 for 10 years