

No. 979 Survey held at Sunderland Date May 1838
on the s.s. "Beacon" Master J. Ritchie
Tonnage 246 Built at Sunderland When built 1838
By whom built J. R. Reed Owners Nicholson & Co
Port belonging to Sunderland Destined Voyage London
If Surveyed Afloat or in Dry Dock Building

Length aloft... 81 Feet 11 Inches Extreme Breadth... 25 Feet 6 Inches Depth of Hold... 14 Feet 9 Inches

Scantlings of Timber.

	Feet	Inches	Feet	Inches	Feet	Inches
Timber and Space	each	12				
Floors	sided	2.13	Moulded	12	10	
1 st Foothooks	"	10.11	"	9		
2 nd Ditto	"	10	"	8		
3 rd Ditto	"	8.9	"	8		
Top Timbers	"	8	"	5		
Deck Beams	Number of	10	"	8.5	5	
Hold Beams	Do. do.	11	"	10.11	7	
Keel	"	11	"	8.5		
Kelsons	"	11.5	"	3.1		

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3	Foot Waling	3
Bilge Planks	4	Bilge Planks	4
Bilge to Wales	3.5	Ceiling in Flat	2.5
Wales	4	Ditto Bilge to Clamp	2.5 2 in
Topsides	2.5	Hold Beam Clamps	4.5
Sheer Strakes	3	Deck Beam Ditto	3
Plank Sheers	3	Ceiling 'twixt Decks	2
Water-ways	1.5	Hold Beam Shelves	10.5 4.5 44
Upper Deck	3	Deck Beam ditto	3

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1.5	Bolts thro' the Bilge and Foot Waling	3.5	Hold Beam	1.8
Scarphs of Keel	1.5	Butt End Bolts	1.5	Deck Beam	1.5
Floor Timber Bolts	1.5	Lower Pintle of the Rudder	2.5		
Kelson ditto	1.5				
Transoms and throats of Hooks	1.5				
Arms of Hooks	1.5				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1.5 Inches. The Space between the Top-timbers is 2.5.4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of American Oak and are free 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 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 fully good

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

The alternate Frames are not bolted together.

The Butts of the Timbers are fully close together; their thickness not less than 1/8 to 1/4 of the entire moulding at that place.

The Frame is not chocked with no Butt at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than 8 feet 6 inches.

The Deck and Hold Beams are composed of English Oak fairly squared

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Oak

From the first Foothook Heads to the Light Water Mark of American Oak

From the Light Water Mark to the Wales of Daug's Imported Oak in Middleships. That Head of Eng Oak

The Wales and Black-strakes are of American Oak

The Topsides of Eng Oak

The Sheer-strakes of American Oak Decks, and state of, Yellow pine

The Gunwales of Daug's Oak Water-ways of American Oak

The Shifts of the Planking are not less than 4.5 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 Daug's Oak the Stringers of Daug's Oak

The Bilge Planks of Daug's Oak and the remainder of the Ceiling of Daug's Oak

Fastenings.—To Hold Beams Daug's Oak and Stringers above and below

Deck Beams Daug's Oak Pointers Daug's Oak Crutches the other 2 Irons. Keel each side

Number of Breasthooks Four in the Bottom, and one Bolt in each Butt End through and clenched.

Butts End Bolts are of iron bolted through and clenched.

Bilge and Footwaling no bolted through and clenched.

General Quality of Workmanship fair

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

Builder's Name _____

Surveyor's Name John Brunton

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	1 3/8 1 1/4	3	Bower, 10 1/2 : 10 : 9 1/2
1	Fore Top Sails,	70	Hempen Stream Cable.....	8	1	Stream, 3 1/4
2	Fore Topmast Stay Sails,	60	Hawser	3 1/4	1	Kedge, 1 1/2
1	Main Sails,	80	Towlines	5 1/4		All of proper weight.
2	Main Top Sails,	80	Warp	4 1/2		
and <u>Left in the Sails</u>			All of <u>good</u> quality.			

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

She has One Long Boat and Stiff

The present state of the Windlass is good Capstan Wind Suff and Rudder Brace suff
with Flimsy Purchase

General Remarks—Statement and Date of Repairs.

Frame Large Scantling. Generally good in quality. Fairly wrought Shipped
and fairly squared throughout: Top Timbers generally scantled on 2 Heads
a few 2 1/2 footboards are not shipped down and run thin points

Quality of outside planking good and well seasoned: Generally
fairly wrought and shipped and well cleared of sap: In 3 Butt Joints at the
stem of Bow and Quarter not well divided: Planking of the Oak 18 in sum.

Ceiling plank generally fair quality: fairly wrought and
shipped and well cleared of sap:

Beams, knees, &c. are fitted and securely bolted & braced

Completed building in October 1857: Launched April 1858. was
Surveyed at the following dates $\frac{12}{2}$: $\frac{2}{3}$: $\frac{16}{3}$: $\frac{31}{3}$: $\frac{20}{4}$ Shandy Town

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And I am of opinion this Vessel should be Classed 8 A.1. John Brunton

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

Special Surveying — $\frac{10}{10} \cdot \frac{10}{10} \cdot 0$
13 - 13 . 0

Committee Minute 5 June 183 0

Character assigned A 1 for 8 Year LD