

No. 1036 Survey held at Sunderland Date July 1838
on the Sw "Arcturus" Master Pitt
Tonnage 228 Built at Sunderland When built 1838
By whom built John May Owners Given & Co
Port belonging to London Destined Voyage Riga
If Surveyed Afloat or in Dry Dock Building

Length aloft.....36 Feet. 0 Inches. Extreme Breadth24 Feet. 0 Inches. Depth of Hold14 Feet. 3 Inches.

Scantlings of Timber.				Thickness of Plank.			
		Inches.	Inches.			Inches.	Inches.
		Each	Moulded	Outside.		Inside.	
Timber and Space.....	each	<u>10 1/2</u>		Keel to Bilge	<u>3</u>	Foot Waling.....	<u>3</u>
Floors.....	sided	<u>10 1/2</u>	<u>9 1/2</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>4</u>
1 st Foothooks.....	"	<u>9</u>	<u>8 1/2</u>	Bilge to Wales	<u>3 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
2 nd Ditto.....	"	<u>8</u>	<u>7 1/2</u>	Wales	<u>1 1/4</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
3 rd Ditto.....	"	<u>7 1/2</u>	<u>6 1/2</u>	Topsides	<u>2 1/4</u>	Hold Beam Clamps	<u>4</u>
Top Timbers	"	<u>8 1/2</u>	<u>4 1/2</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Deck Beams	Number of <u>12</u>	<u>8 1/2</u>	<u>8 1/2</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2</u>
Hold Beams	Do. Do. <u>10</u>	<u>10</u>	<u>7 1/2</u>	Water-ways	<u>5 1/2</u>	Hold Beam Shelves	<u>10 1/2</u>
Keel	"	<u>10</u>	<u>8</u>	Upper Deck	<u>3</u>	Deck Beam ditto	<u>3</u>
Kelsons	"	<u>11</u>	<u>12</u>				

Copper.		Copper.		Iron.	
		Inches.	Inches.		
Heel-Knee, and Dead Wood abaft	<u>C</u>	<u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam.....
Scarp of Keel.....	<u>N^o 8C</u>	<u>3/4</u>	Butt End Bolts	<u>5/8</u>	Deck Beam
Floor Timber Bolts.....	<u>C</u>	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/4</u>	
Kelson ditto.....	<u>C</u>	<u>1 1/8</u>			
Transoms and throats of Hooks	<u>C</u>	<u>1 1/4</u>			
Arms of Hooks	<u>C</u>	<u>1 1/4</u>			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 15 1/2 Inches. The Space between the Top-timbers is 2.3.4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Ape and Eng Oak and are 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 3/4 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 plywood squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is usually well squared
The alternate Frames are — bolted together.
The Butts of the Timbers are all close together; their thickness not less than 1/5 of the entire moulding at that place.
The Frame is close choiced with a Butt at each end of the choick.
The Main Kelson is composed of Eng Oak and the False Kelson of Amer Oak 4 planks
The Scarphs of the Kelsons are not less than 8 feet 6 inches.
The Deck and Hold Beams are composed of Ape and Eng Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Amer Oak
From the first Foothook Heads to the Light Water Mark of Foreign Oak
From the Light Water Mark to the Wales of Ape and Eng Oak
The Wales and Black-strakes are of Ape and English Oak
The Topsides of Ape and Eng Oak
The Sheer-strakes of Ape and Eng Oak Decks, and state of, Yellow pine
The Gunwales of Ape Oak Water-ways of Pitch pine
The Shifts of the Planking are not less than 5 Feet 5 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 2 and 3 between ply 3

Planking Inside.—The Clamps are composed of Ape and Amer Oak the Stringers of Ape and Amer Oak
The Bilge Planks of Amer Oak and the remainder of the Ceiling of Amer Oak

Fastenings.—To Hold Beams Im. Naph. round on Sigsbee; Stringer on Sigsbee and 8 Iron bands each side below
Deck Beams South Wood knees; Stringer below also 8 Iron bands each side
Number of Breasthooks Four Pointers the pair Crutches and 2 Transoms each side
Butts End Bolts are of Copper in the Bottom, and the Bolt in each Butt End through and clenched.
Bilge and Footwaling is bolted through and clenched.
General Quality of Workmanship good

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

Builder's Name John Brunton
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.		Fathoms.	N ^o .		
2	Fore Sails,	180	Chain	1 1/2	3	Bower,	11 3/4. 11 1/2
1	Fore Top Sails,	95	Hempen Stream Cable.....	7	1	Stream,	3 1/2
2	Fore Topmast Stay Sails,	60	Hawser	3 1/4	1	Kedge,	1 1/2
1	Main Sails,	85	Towlines	5		All of proper weight.	
2	Main Top Sails,	85	Warp	4 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 Stiff

The present state of the Windlass is Good Capstan Which suff and Rudder Which suff
with Sigsbee's Sunchain Stores are well stored

General Remarks—Statement and Date of Repairs.

Frame close spaced and generally good in quality; well brought & shipped throughout. a few 2nd footboards shaky; top timber properly scraped on 25th. a few of them wearing edges. but the frame generally is well squared

Part of the by Deck Beams are wearing edges & supply in places. keels generally good and fairly squared; part of 2nd keel from (at).

Quality of Outside Planking generally good; fairly brought and well shipped; (2 or 3 planks sprung in the backing round down the keels) and well cleared off; Greenish of dry Oak:

Ceiling plank cut from logs: a few planks fairly & in fair quality. generally well brought; shipped mostly 3 between; scraped 5 ft.

Beams, keels &c well fitted & securely bolted & braced

General appearance is fair good: Fastenings particularly so

Completed building in March 1838 launched Jan 30th 1838 was
Surveyed as follows 28 28 22 30
4 5 6 6

If Sheathed, Doubled, or Felted, _____
and Date when last done _____

And John of opinion this Vessel should be Classed 10 A John Brunton

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

Committee Minute 10 July 1835

Character assigned A 1 for 10 years