

No. 1074 Survey held at Sunderland Date August 1838
 on the Henry Cotes Master R. Mawson
 Tonnage old 211 Built at Sunderland When built 1838
 By whom built Robinson Owners Cotes & Co
 Port belonging to Blyth Destined Voyage Baltic
 If Surveyed Afloat or in Dry Dock Building

Length aloft.....51 Feet. 11 Inches. Extreme Breadth24 Feet. 6 Inches. Depth of Hold13 Feet. 9 Inches.

Scantlings of Timber.

	Inches.	Inches.	Inches.
	Middle	Ends	
Timber and Space..... each	<u>12</u>		
Floors..... sided	<u>10 1/2</u>	<u>9</u>	
1 st Foothooks.....	<u>8 1/2</u>	<u>8 1/2</u>	
2 nd Ditto.....	<u>7 1/2</u>	<u>8</u>	
3 rd Ditto.....	<u>7 1/2</u>	<u>7</u>	
Top Timbers.....	<u>7</u>	<u>4 1/2</u>	
Deck Beams..... Number of <u>20</u>	<u>8</u>	<u>8</u>	<u>5</u>
Hold Beams..... Do. Do. <u>11</u>	<u>10</u>	<u>10</u>	<u>8</u>
Keel <u>3 Length of Bay & Stern Plank</u>	<u>10</u>	<u>9</u>	
Kelsons.....	<u>11</u>	<u>25</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>3 1/2</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>4</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways..... <u>16 1/4</u>		Hold Beam Shelves.....	<u>11 1/4</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>10 1/2</u>

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>1 1/8</u>
Scarp of Keel..... No. <u>7</u>	<u>3/4</u>	Butt End Bolts.....	<u>3/4</u>	Deck Beam.....	<u>3/4</u>
Floor Timber Bolts.....	<u>1 1/8</u>	Lower Pintle of the Rudder.....	<u>2 1/4</u>		
Kelson ditto.....	<u>1 1/8</u>				
Transoms and throats of Hooks.....	<u>1</u>				
Arms of Hooks.....	<u>3/8</u>			same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Engl. & Afr. Oak and are fully free from all defects.

Her Floors and first Foothooks are composed of Engl. Oak Timber.

Her other Foothooks and Top Timbers of Engl. Oak

Her Shifts of the first and second Foothooks are not less than 3/4 & 3/8 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Fair

The Frame is fully squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is generally fairly squared.

The alternate Frames are not bolted together, every 6 ft.

The Butts of the Timbers are fully close together; their thickness not less than 1/5 of the entire moulding at that place.

The Frame is close chocked with no 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 6 feet 6 inches.

The Deck and Hold Beams are composed of Engl. & Afr. 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 Amer. Oak & Foreign Oak

From the Light Water Mark to the Wales of Foreign Oak

The Wales and Black-strakes are of Engl. & Afr. Oak

The Topsides of Engl. Oak

The Sheer-strakes of Afr. & Engl. Oak

Decks, and state of, Yellow Pine

The Gunwales of Engl. & Afr. Oak

Water-ways of Yellow Pine & Foreign Oak

The Shifts of the Planking are not less than 4 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 Amer. Oak The Planking is wrought 2 and 3 between the Stringers of Amer. Oak

The Bilge Planks of Memel Oak and the remainder of the Ceiling of Amer. & Memel Oak

Fastenings.—To Hold Beams Double wood knees, Shelf on Top & 4 Tim. knees each side below

Deck Beams Double wood knees & Shelf below

Number of Breasthooks Four Pointers one pair; one wood Crutches 12 Timber knees each side

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

Bilge and Footwaling no bolted through and clenched.

General Quality of Workmanship generally Fair

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

Builder's Name

Surveyor's Name

John L. Denton

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 1/2	3	Bower,	10 : 10 : 10
1	Fore Top Sails,	80	Hempen Stream Cable.....	1 1/2	1	Stream,	4
2	Fore Topmast Stay Sails,	70	Hawser	3/4	1	Kedge,	1 1/2
1	Main Sails,	80	Towlines	6 1/2		All of proper weight.	
2	Main Top Sails,	80	Warp	4 1/2			
and <u>Suff. in the 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 Shiff

The present state of the Windlass is good Capstan good and Rudder Shewn all good
with Tzacks purchase Shewn all new & good

General Remarks—Statement and Date of Repairs.

Frame generally of healthy quality, indifferently studded in places, Tops on Port Weather Port Scupper on 2^d Wh, Port of 3^d forthole & Top run wing Isapp. a few 2^d & 3^d one not studded down and on the Port, 7 n 8 scupper of 102 forthole on each side 3^d 1/2 3/4 long, Port of Beams the End & Isapp seats, Beams of healthy quality a few run wing Isapp on the moulding side Small End, Knee fair Arms a few wing Isapp and grain cut,

Outside Planking generally of fair quality a few Planks below the water line for & Inferior, fairly wrought seams ledged & generally clean of sap. Trussers all Ery oak appth good & Isapp.

Inside Plank of fair quality fairly wrought small shifted Isapp. clean of Sap.

Beams, Knee, Hooks &c fairly fitted & fairly fitted & clenched.

This Vessel commenced building April 1838 launched July 1838 was surveyed at the following date, $\frac{6}{6} : \frac{15}{6} : \frac{30}{6} : \frac{9}{7} : \frac{24}{7}$.

Her general appearance is Fair.

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And I am of opinion this Vessel should be Classed A 1

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

Committee Minute

11 Sept 1838

Character assigned

A 1 for 1 year