

No. 1565 Survey held at Sunderland Date March 1840  
 on the Ship Depford Master Geo. Matthews  
 Tonnage 255 Built at Sunderland When built 1840  
 By whom built W. W. Wilkinson Owners W. W. Wilkinson  
 Port belonging to Sunderland Destined Voyage London  
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 84	Inches. 0	Extreme Breadth	Feet. 25	Inches. 0	Depth of Hold	Feet. 15	Inches. 6
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Timber and Space	each	11 1/2	Inches. Middle	Inches. Ends	<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
Floors	sided	10 1/2	Moulded	12 9 1/2	Keel to Bilge	3	Foot Waling	3
1 <sup>st</sup> Foothooks	"	9 1/2	"	9	Bilge Planks	4	Bilge Planks	4
2 <sup>nd</sup> Ditto	"	8 9/16	"	8 1/2	Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto	"	7 8/16	"	7	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	7	"	4 3/4	Topsides	2 1/2	Hold Beam Clamps	4
Deck Beams	N <sup>o</sup> . of 18	8	"	8 1/2 5	Sheer Strakes	3	Deck Beam Ditto	3
Hold Beams	N <sup>o</sup> . of 11	10	"	10 7	Plank Sheers	3	Ceiling 'twixt Decks	2
Keel	"	10	"	9	Water-Ways	4	Hold Beam Shelves	9 1/2
Kelsons	"	12	"	25	Upper Deck	3	Deck Beam Ditto	"
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft	S	1 1/2	<b>Copper.</b>			<b>Iron.</b>		
Scarphs of Keel	N <sup>o</sup> . 18	3/4	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	7/16		
Floor Timber Bolts	S	1 1/2	Butt End Bolts	5/8	Deck Beam	3/4		
Kelson ditto	S	1 1/2	Lower Pintle of the Rudder	2 1/2	same in Iron above the Copper			
Transoms and throats of Hooks	S	1 1/2						
Arms of Hooks	S	1 1/2						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 3 to 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are gently free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3/8 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are fair. The Frame is gently fairly squared from the first Foothook Heads upwards, and liberally free from sap, and from thence downwards, the frame is gently fairly squared. The alternate Frames are not bolted together. Every 4<sup>th</sup> to 6<sup>th</sup> N. B. If not, state how bolted. to 2 heads. The Butts of the Timbers are not all close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer<sup>en</sup> Oak and the False Kelson of Amer<sup>en</sup> Oak. The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of English Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Amer<sup>en</sup> Elm. From the first Foothook Heads to the Light Water Mark of Amer<sup>en</sup> Elm. From the Light Water Mark to the Wales of Stettin in Midships Ends of English Oak. The Wales and Black-strakes are of Stettin Oak The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of Memel Oak The Water-ways of Pitch Pine. The Decks of Yellow Pine State of —. The Shifts of the Planking are not less than 4 to 5 Feet — Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 2 and 3 mostly 3 between

**Planking Inside.**—The Limber-strakes are composed of Memel Oak the Bilge Planks of Memel & Stettin Oak. The Ceiling, Lower Hold, of Memel Oak Between Decks of Pitch Pine. Shelf Pieces of Stettin Oak Clamps of Stettin Oak.

**Fastenings.**—To Hold Beams Iron Ledger knees; Ringers on Top; and 7 Iron knees each side below. Deck Beams One Wood knee and Iron Ledger knees. Number of Breasthooks Five Pointers one pair One Wood Crutches & 2 Transom knees each side. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling — 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



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	180	Chain .....	1 1/8	3	Bower,	10 1/2 : 10 1/2 : 10
1	Fore Top Sails,	75	Hempen Stream Cable .....	7 3/4	1	Stream,	33 1/4
2	Fore Topmast Stay Sails,	60	Hawser .....	3 1/4	1	Kedge,	1 1/2
1	Main Sails,	80	Towlines .....	5 1/2			
2	Main Top Sails,	80	Warp .....	4 1/2			
and <u>Left in the sail</u>			All of <u>good</u> quality.				

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

She has One Long Boat and 0 Boat

The present state of the Windlass is Left. Capstan Went up and Rudder Brace Left

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

Frame of good scantling and generally good firm, healthy quality.  
Some of the Timbers on each side near the 3<sup>rd</sup> head run wavy &appy but on the whole the  
Frame is fairly square for the Clap recommended: part of the 2<sup>nd</sup> & 3<sup>rd</sup> foot boards on each  
side are not stepped down and run thin joints: part of Iron on appy and thin End.  
Beams of fair scantling and generally good quality: a few of them appy.

The quality of plank apparently good: fairly brought and shipped  
and generally well cleared of sap: generally of good quality.

Upper and Lower Deck Beams, which are well and sufficiently secured

Sh. h. new building in August 1859; launched March 1860. Was  
Surveyed as follows, 26 16 27 5  
11 1 2 3

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 8 A.S.

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

Special .....£ : :

Committee's Minute 20<sup>th</sup> March 1860

Character assigned A 1<sup>st</sup> for S. Green