

No. 2477 Survey held at Sunderland Date January 1847  
 on the Bk "John Edward" Master J. Moody  
 Tonnage 323 Built at Sunderland When built 1844 Register dated 17<sup>th</sup> Jan 1846  
 By whom built Austin & Mills Owners C. Moore  
 Port belonging to Sunderland Destined Voyage India  
 If Surveyed Afloat or in Dry Dock during buildg.

Length aloft 95<sup>3</sup>/<sub>4</sub> Feet. 101 Inches. Extreme Breadth 26 Feet. 6 Inches. Depth of Hold 18 Feet. 6 Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	each	Inches.		Outside.	Inches.	Inside.	Inches.
Floors	sided	13	Moulded	Keel to Bilge	3	Foot Waling	4
1 <sup>st</sup> Foothooks	"	10 <sup>1</sup> / <sub>2</sub>	"	Bilge Planks	4 <sup>1</sup> / <sub>2</sub>	Bilge Planks	4
2 <sup>nd</sup> Ditto	"	8 <sup>6</sup> / <sub>10</sub>	"	Bilge to Wales	3 <sup>3</sup> / <sub>4</sub>	Ceiling in Flat	2 <sup>3</sup> / <sub>4</sub>
3 <sup>rd</sup> Ditto	"	8 <sup>9</sup> / <sub>10</sub>	"	Wales	4 <sup>3</sup> / <sub>4</sub>	Ditto Bilge to Clamp	2 <sup>3</sup> / <sub>4</sub>
Top Timbers	"	8	"	Topsides	2 <sup>3</sup> / <sub>4</sub>	Hold Beam Clamps	4
Deck Beams N <sup>o</sup> . of <u>23</u>	"	9 <sup>1</sup> / <sub>2</sub>	"	Sheer Strakes	3 <sup>1</sup> / <sub>2</sub>	2 Deck Beam Ditto	3
Hold Beams N <sup>o</sup> . of <u>16</u>	"	11	"	Plank Sheers	3	Ceiling 'twixt Decks	2 <sup>1</sup> / <sub>2</sub>
Keel	"	12	"	Water-Ways	6	Hold Beam Shelves	-
Kelsons	"	13	"	Upper Deck	3 <sup>3</sup> / <sub>4</sub>	Deck Beam Ditto	-

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft	11 <sup>8</sup> / <sub>16</sub>	Bolts thro' the Bilge and Foot Waling	3 <sup>1</sup> / <sub>4</sub>	Hold Beam	1 <sup>7</sup> / <sub>8</sub>
Scarphs of Keel N <sup>o</sup> . <u>8</u>	3 <sup>1</sup> / <sub>4</sub>	Butt End Bolts	3 <sup>1</sup> / <sub>4</sub>	Deck Beam	7 <sup>1</sup> / <sub>8</sub>
Floor Timber Bolts	1 <sup>1</sup> / <sub>8</sub>	Lower Pintle of the Rudder	3 <sup>1</sup> / <sub>4</sub>		
Kelson ditto	1 <sup>1</sup> / <sub>8</sub>				
Transoms and throats of Hooks	1 <sup>7</sup> / <sub>8</sub>			same in Iron above the Copper	
Arms of Hooks	7 <sup>1</sup> / <sub>8</sub>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 26<sup>3</sup>/<sub>4</sub> Inches. The Space between the Top-timbers is 46<sup>5</sup>/<sub>16</sub> Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of Eng. & African Oak Timber.

The other Foothooks and Top Timbers of English Oak.

The Shifts of the first and second Foothooks are not less than 17<sup>1</sup>/<sub>2</sub> N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are very good.

The Frame is very well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared throughout.

The alternate Frames are all bolted together. to top height. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/4<sup>th</sup> of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the choek.

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

The Scarphs of the Kelsons are not less than 7 feet 0 inches. dovell'd

The Deck and Hold Beams are composed of English and African Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm.

From the first Foothook Heads to the Light Water Mark of English Oak.

From the Light Water Mark to the Wales of Afr. and Eng. Oak.

The Wales and Black-strakes are of Afr. and Eng. Oak. The Topsides of Mahogany.

The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Pitchpine.

The Decks of Yellow Pine. State of                     

The Shifts of the Planking are not less than 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 thin strakes between                     

**Planking Inside.**—The Limber-strakes are composed of Afr. Oak the Bilge Planks of Afr. and Eng. Oak.

The Ceiling, Lower Hold, of Afr. and Eng. Oak Between Decks of English Oak.

Shelf Pieces of Afr. and Eng. Oak Clamps of Afr. and Eng. Oak.

**Fastenings.**—To Hold Beams Iron staple runners, also 11 pair Iron hanging knees and 4 pair stand and rods

Deck Beams Iron staple runners, also 11 pair of Iron hanging knees each side

Number of Breasthooks 5 Pointers the pair the Crutches and Iron bolts abt. also 2 Transoms

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

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship very good throughout

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, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	1 5/16	3	Bower, 15 <sup>c</sup> 15 <sup>c</sup> 15 <sup>c</sup>
2	Fore Top Sails,	100	Hempen Stream Cable .....	5 3/4	1	Stream, 6 <sup>c</sup>
2	Fore Topmast Stay Sails,	2	Hawser &... 2.0 fms. each.....	7/8 + 5/8	2	Kedge, 3 <sup>c</sup> and 1 3/4 <sup>c</sup>
2	Main Sails,	100	Towlines .....	4 1/2		
2	Main Top Sails,	100	Warp .....	3 1/2		
and will found in other			All of <u>good</u> quality.			

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

She has One Long Boat and two other boats.

The present state of the Windlass is Suff. Capstan Which and Rudder at braces all good & Suff.  
patent purchase

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

*The materials of which this Vessel is built, viz the quality of Timber, Plank, Fastenings and General workmanship throughout are of the highest Character and well adapted; and fully equal to the Rule for the highest grade*

*Was regularly surveyed at the following dates*

1843	1844
29	21
10	1
30	3
14	5
18	1

If Sheathed, Doubled, Felted, or Coppered on paper Felt to the Water When last done Dec<sup>r</sup> 1844  
Vide Letter 28/2/1844

I am of opinion this Vessel should be Classed 12 A.S.

The Amount of the Fee.....£ 4 : - : is received by me,  
Special .....£ : :  
*Wm Brantley*

Committee's Minute 26<sup>th</sup> January 1844

Character assigned 1 for 12 years  
*LLD*

