

No. 3172 Survey held at Sunderland Date Rec 10/3/47 March 1847
 on the B. Mariner Master Kuggup
 Tonnage 312 cu Built at Sunderland When built 1847
 By whom built Robt Potts & Bros Owners Sharon Ho
 Port belonging to Newcastle Destined Voyage Odepa
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft 97 6 Extreme Breadth 26 8 Depth of Hold 17 6

Scantlings of Timber.				Thickness of Plank.				
Timber and Space	each	Inches.	Inches Middle	Inches Ends	Outside.	Inches.	Inside.	
Floors	<u>Keel</u> sided	<u>12</u>	<u>12 1/2</u>	<u>10 1/2</u>	Keel to Bilge	<u>3</u>	Foot Waling	<u>3 1/2</u>
1 st Foothooks	"	<u>10</u>	"	<u>9 1/4</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>4</u>
2 nd Ditto	"	<u>9</u>	"	<u>8 1/2</u>	Bilge to Wales	<u>3 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto	"	<u>8 1/2</u>	"	<u>7 1/2</u>	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>3 1/2</u>
Top Timbers	"	<u>8</u>	"	<u>5</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>4</u>
Deck Beams N ^o <u>23</u>	Average Space } <u>3 1/2</u>	<u>12</u>	"	<u>9 1/2</u>	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto	<u>3</u>
Hold Beams N ^o <u>16</u>	Average Space } <u>4 1/2</u>	<u>12</u>	"	<u>8 1/2</u>	Plank Sheers	<u>3 1/2</u>	Ceiling 'twixt Decks	<u>2 1/4</u>
Keel	"	<u>11</u>	"	<u>9</u>	Water-Ways	<u>4 1/2</u>	Hold Beam Shelves	"
Kelsons	"	<u>12</u>	"	<u>28</u>	Upper Deck	<u>3</u>	Deck Beam Ditto	"

Size of Bolts in Fastenings, distinguishing whether			
Copper or Iron.	Inches.	Copper or Iron.	Inches.
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>
Scarphs of Keel	<u>3/4</u>	Butt End Bolts	<u>3/8</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>3/4</u>
Kelson ditto	<u>1 1/2</u>		
Transoms and throats of Hooks	<u>1</u>		
Arms of Hooks	<u>7/8</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 6 1/2 Inches. The Space between the Top-timbers is 3 1/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free free from all defects. The Floors and first Foothooks are composed of Stettin Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Sufficient. The Frame is fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is well squared. The alternate Frames are not bolted together. Every 4th to 2nd heads N. B. If not, state how bolted. The Butts of the Timbers are fairly close together; their thickness not less than 1/8 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 Amer^o Oak and the False Kelson of Amer^o Oak. The Scarphs of the Kelsons are not less than 7 feet 0 inches. The Deck and Hold Beams are composed of English and Stettin Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer^o Oak. From the first Foothook Heads to the Light Water Mark of Amer^o Oak and Foreign Oak. From the Light Water Mark to the Wales of Stettin Oak. The Wales and Black-strakes are of Stettin & Doug^o Oak The Topsides of Stettin Oak. The Sheer-strakes and Plank-sheers of Stettin & Doug^o Oak The Water-ways of Doug^o Oak. The Decks of Cyprian State of good. The Shifts of the Planking are not less than 5 Feet 0 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 generally 3 between

Planking Inside.—The Limber-strakes are composed of Amer^o Oak the Bilge Planks of Amer^o Oak. The Ceiling, Lower Hold, of Foreign Oak Between Decks of Foreign Oak. Shelf Pieces of Amer^o Oak Clamps of Amer^o Oak.

Fastenings.—To Hold Beams Iron Bands round the Timber and 11 Iron Nails each side below. Deck Beams One wood Laying Nail and an Iron Laying Nail. Number of Breasthooks Five Pointers One pair One Crutches and 2 Irons on Main Deck side. Butts End Bolts are of Iron 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 Fair.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature Robt Potts & Bros Surveyor's Signature John Brown

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	300	Chain	1 7/8	3
1	Fore Top Sails,	80	Hempen Stream Cable	7 1/2	1
2	Fore Topmast Stay Sails,	60	Hawser	7/8	1
1	Main Sails,	90	Towlines	5 3/4	
2	Main Top Sails,	90	Warp	4 3/4	
and <u>Annual Baltic Breeze</u>		All of <u>good</u> quality.			

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

She has One Long Boat and Stiff & 1 other boat

The present state of the Windlass is same Capstan which and Rudder same

W. St. John

General Remarks—Statement and Date of Repairs.

*was regularly surveyed during the trial day, water taken as follows 10 28 21 8
9: 10: 11: 2*

If Sheathed, Doubled, Felted, or Coppered in metal to stiffen keels When last done Feb 1847

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

The Amount of the Fee.....£ 4 : : is received by me,

Special£ : :

Certificate (if required)£ : :

John Bannister

Committee's Minute 12th March 1847

Character assigned A 1 for 8 days

W. St. John

