

No. 4191 Survey held at Sunderland Date 30 April 1887
 on the Barque "John Bunyan" Master Thomas Dickenson
 Tonnage 293 Built at Sunderland When built 1850
 By whom built Mr. Abbey Owners Black & Co
 Port belonging to Sunderland Destined Voyage Barcelona
 If Surveyed Afloat or in Dry Dock in the Building

Length aloft	Feet. <u>100</u> Inches.	Extreme Breadth	Feet. <u>25</u> Inches. <u>3</u>	Depth of Hold	Feet. <u>16</u> Inches. <u>9</u>	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches. <u>24</u>	Inches. Middle <u>10</u> Ends <u>9</u>	Outside.	Inches.	Inside.	Inches.
Floors	sided <u>10 1/2</u>	Moulded	Keel to Bilge	<u>2 3/4</u>	Limber Strakes	<u>3 1/2</u>
1 st Foothooks	" <u>9 1/2</u>	"	Bilge Planks	<u>4</u>	Bilge Planks	<u>4 1/2</u>
2 nd Ditto	" <u>8 1/2</u>	"	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto	" <u>8</u>	"	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	" <u>7 1/2</u>	"	Topsides	<u>2 3/4</u>	Hold Beam Clamps	<u>4</u>
Deck Beams N ^o <u>15</u>	Average } <u>4-0</u>	"	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto	<u>3</u>
Hold Beams N ^o <u>14</u>	Average } <u>6-0</u>	"	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	" <u>11</u>	"	Water-Ways	<u>5 3/4</u>	Hold Beam Shelf <u>Shuttings</u>	<u>16</u>
Kelsons	" <u>12</u>	"	Upper Deck	<u>3</u>	Deck Beam Ditto	

Size of Bolts in Fastenings, distinguishing whether			Iron.		
Copper or Iron.	Inches.	Copper or Iron.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft <u>Metal</u>	<u>1 in</u>	Bolts thro' the Bilge and Limber Strakes	<u>3/4</u>	Hold Beam	<u>1</u>
Scarphs of Keel <u>1/4 Metal</u> N° <u>0</u>	<u>7/8</u>	Butt End Bolts	<u>7/8</u>	Deck Beam	<u>7/8</u>
Floor Timber Bolts <u>do</u>	<u>1</u>	Lower Pintle of the Rudder	<u>3</u>		
Kelson ditto <u>do</u>	<u>1</u>				
Transoms and throats of Hooks <u>do</u>	<u>1</u>				
Arms of Hooks <u>do</u>	<u>7/8</u>				

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

The Floors and first Foothooks are composed of English & 1st Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 1/4 of Breadth 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 fairly free from sap, and from thence downwards, the frame is fairly squared

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

The Butts of the Timbers are all close together; their thickness not less than 3/5 of 1/6 of the entire moulding at that place.

The Frame is crips chocked with no Butt at each end of the chock.

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

The Scarphs of the Kelsons are not less than 5 1/2 feet 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 Amerⁿ Elm

From the first Foothook Heads to the Light Water Mark of Stettin Oak

From the Light Water Mark to the Wales of Stettin oak

The Wales and Black-strakes are of Mahogany, Greenheart & Engⁿ oak The Topsides of Mahogⁿ, Greenheart & Engⁿ oak

The Sheer-strakes and Plank-sheers of Mahogany, Greenheart & Engⁿ oak The Water-ways of Red Pine

The Decks of Yellow Pine State of Good

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 Three between

Planking Inside.—The Limber-strakes are composed of Amerⁿ Oak the Bilge Planks of Amerⁿ & Stettin oak

The Ceiling, Lower Hold, of Stettin oak Between Decks of Stettin oak

Shelf Pieces of Stettin oak Clamps of Stettin oak

Fastenings.—To Hold Beams Iron knees between, six pair of Iron hanging knees below and five pair of Stape Standard iron knees above

Deck Beams Wood knees and fourteen pair of Standard and hanging iron knees below

Number of Breasthooks Five Pointers One pair - One Crutches 2 pair of Transom knees

Butts End Bolts are of Yellow Metal in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak

General Quality of Workmanship Good

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

Builder's Signature N. R. Abbey Surveyor's Signature Thomas Lawrence

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,	200	Chain	1 1/4	2	Bower, 13-2-26 + 13-1-16
2	Fore Top Sails,	75	Hempen Stream Cable	0	1	Stream, 13-2-0
2	Fore Topmast Stay Sails,	60	Hawser	1 3/8	2	Kedge, 4-0-6 + 1-3-25
1	Main Sails,	75	Towlines	5 1/2		
1	Main Top Sails,	75	Warp	4 1/2		
and <u>other as usual</u>			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 others

The present state of the Windlass is new Capstan new and Rudder and Pumps good & sufficient

General Remarks—Statement and Date of Repairs.

Has been specially surveyed in the Building

If sheathed, doubled, Felted, or Coppered Sheathed with Metal on Belts When last done to the Masts

I am of opinion this Vessel should be Classed 941

The Amount of the Fee.....£ 3 : " : " is received by me, Thomas Lawrence

Special£ 14 : 10 : "

Certificate (if required)£ : 10 :

Committee's Minute 3rd May 1845

Character assigned *[Signature]*