

No. 107 Survey held at Jersey Date 12 June 1840
 on the Schooner "Sultana" Master Ed^d Romeril
 Tonnage 152 ^{170 old} ~~Now~~ Built at Jersey When built Laid down Nov 1839
 By whom built F. C. Clarke Owners Capt^r Romeril & Co
 Port belonging to Jersey Destined Voyage _____
 If Surveyed Afloat or in Dry Dock on the Stocks

187
[Handwritten signature]

Length aloft.....070 Feet. 0 Inches. Extreme Breadth21 Feet. 4 Inches. Depth of Hold13 Feet. - Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... <u>framed</u> each	<u>20</u>		
Floors.....sided	<u>9</u>	<u>Moulded</u>	<u>11 9</u>
1 st Foothooks....."	<u>0</u>	<u>9</u>	<u>0</u>
2 nd Ditto....."	<u>7 1/2</u>	<u>0</u>	<u>7</u>
3 rd Ditto....."	<u>7</u>	<u>7</u>	<u>6</u>
Top Timbers....."	<u>6 1/2</u>	<u>6</u>	<u>4 1/2</u>
Deck Beams... Number of <u>19</u>"	<u>9</u>	<u>0 1/2</u>	<u>5 1/2</u>
Hold Beams... Do... Do... <u>12</u>"	<u>10</u>	<u>10</u>	<u>0</u>
Keel....."	<u>9 1/2</u>	<u>below rabbet</u>	<u>9</u>
Kelsons....."	<u>11</u>		<u>11 1/2</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>2 1/2</u>	Foot Waling.....	<u>---</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>3</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</u>	Hold Beam Clamps.....	<u>3 1/2</u>
Sheer Strakes.....	<u>2 3/4</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways..... <u>9. 4. 6</u>	<u>6</u>	Hold Beam Shelves.....	<u>---</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto..... <u>10. 4. 4</u>	<u>4</u>

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1</u>	Bolts thro' the Bilge and Foot Waling.....	<u>5/8</u>	Hold Beam.....	<u>3/4</u>
Scarphs of Keel..... <u>N^o. 6/3/2 7/8</u>	<u>7/8</u>	Butt End Bolts.....	<u>1/2</u>	Deck Beam.....	<u>3/4</u>
Floor Timber Bolts.....	<u>7/8</u>	Lower Pintle of the Rudder.....	<u>2 1/2</u>		
Kelson ditto.....	<u>1</u>				
Transoms and throats of Hooks.....	<u>7/8</u>				
Arms of Hooks.....	<u>3/4</u>			same in Iron above the Copper.....	<u>---</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is three Inches. The Space between the Top-timbers is Six Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of French & Jersey Oak and are --- free from all defects.

Her Floors and first Foothooks are composed of French & Jersey Oak Timber.

Her other Foothooks and Top Timbers of French and Jersey Oak

Her Shifts of the first and second Foothooks are not less than three feet. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are good & regular

The Frame is --- squared from the first Foothook Heads upwards, and --- free from sap, and from thence downwards, the frame is Squared

The ~~strake~~ Frames are all bolted together.

The Butts of the Timbers are --- close together; their thickness not less than half of the entire moulding at that place.

The Frame is --- chocked with a Butt at each end of the chock.

The Main Kelson is composed of French Oak and the False Kelson of F Oak

The Scarphs of the Kelsons are not less than 6 feet 6 inches.

The Deck and Hold Beams are composed of French & Jersey Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Beech

From the first Foothook Heads to the Light Water Mark of Baltic Red Pine

From the Light Water Mark to the Wales of Baltic Red Pine

The Wales and Black-strakes are of Stettin Oak and some French

The Topsides of French & Jersey Oak

The Sheer-strakes of French Oak Decks, and state of, Baltic Red Pine

The Gunwales of French Oak Water-ways of French Oak

The Shifts of the Planking are not less than 6 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.

The Planking is wrought 4 Strakes between.

Planking Inside.—The Clamps are composed of Upper Comp. Stettin Oak the Stringers of Jersey & French Oak

The Bilge Planks of Stettin Oak and the remainder of the Ceiling of In the flat Stettin Oak - Norway Red Pine

Fastenings.—To Hold Beams Double Lodging Oak Knees of French

Deck Beams Double Knees of Oak and 3 Pair of Iron hanging Knees

Number of Breasthooks Three Pointers P^r One of Iron Crutches one

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

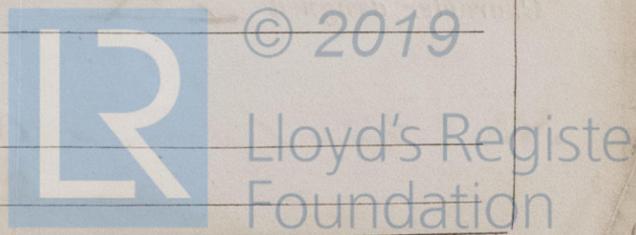
Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Name Fred^d C. Clarke

Surveyor's Name Manwell



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	90	Chain	1 1/16	2
1	Fore Top Sails,	50	Hempen Stream Cable	3/4	1
1	Fore Topmast Stay Sails,	120	Hawser	5 3/4	1
1	Main Sails,	120	Towlines	4	-
1	Main Top Sails,		Warp		
and all New		All of good quality.			

Her Standing and Running Rigging is _____ sufficient in size and all New in quality.

She has One Long Boat and One Tolly Boat

The present state of the Windlass is Patent Capstan Winch and Rudder New

General Remarks—Statement and Date of Repairs.

[Large handwritten scribble]

If Sheathed, Doubled, or Felted, with yellow Metal over Tanned Paper.
and Date when last done May 1840

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

The Amount of the Fee.....£ 2:2:0 is received by me, this 16 day of June, 1840.

[Signature]

Committee Minute 19th June 1840

Character assigned A 1st S Class

83. Please to send a Certificate of Classification,

