

No. 8520 Survey held at Liverpool Date Dec 2/12/47
on the ship Suttona Master Hall
Tonnage 1128 Built at Richibucto When built 1849
By whom built Jardine Owners Jardine
Port belonging to Liverpool Destined Voyage X
If Surveyed Afloat or in Dry Dock in Dry Dock & Afloat

Length aloft	Feet. <u>55</u> Inches. <u>5</u> <u>10</u>	Extreme Breadth	Feet. <u>33</u> Inches. <u>3</u> <u>10</u>	Depth of Hold	Feet. <u>24</u> Inches. <u>0</u>	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches. <u>30</u>	Inches. Middle <u>20</u> Inches. Ends <u>20</u>	Outside.		Inside.	
Floors	sided <u>14</u>	Moulded <u>20</u>	Keel to Bilge	Inches. <u>4</u>	Limber Strakes	Inches. <u>6</u>
1 st Foothooks	<u>11-12</u>	"	Bilge Planks	<u>6</u>	Bilge Planks	<u>6</u>
2 nd Ditto	<u>12-14</u>	"	Bilge to Wales	<u>4-6</u>	Ceiling in Flat	<u>6</u>
3 rd Ditto	<u>10-11</u>	"	Wales	<u>6</u>	Ditto Bilge to Clamp	<u>6</u>
Top Timbers	<u>10-12</u>	"	Topsides	<u>5</u>	Hold Beam Clamps	<u>8</u>
Deck Beams N ^o <u>25</u> } Average Space } <u>4 feet 9</u>	<u>13</u>	"	Sheer Strakes	<u>5</u>	Deck Beam Ditto	<u>6</u>
Hold Beams N ^o <u>24</u> } Average Space } <u>4 feet 8</u>	<u>14</u>	"	Plank Sheers	<u>4 1/2</u>	Ceiling 'twixt Decks	<u>1</u>
Keel	<u>14</u>	"	Water-Ways	<u>4 1/2</u>	Hold Beam Shelves	
X Kelsons	<u>17</u>	"	Upper Deck	<u>4</u>	Deck Beam Ditto	

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of Black-mate the Transoms, Aprons, Knight Heads, Hawse Timbers, of Black-mate & Spruce and are free free from all defects. The Floors and first Foothooks are composed of Black Birch & Spruce Timber. The other Foothooks and Top Timbers of Spruce & Black-mate. The Shifts of the first and second Foothooks are not less than N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are N. B. If not, state how bolted. The Frame is squared squared from the first Foothook Heads upwards, and free free from sap, and from thence downwards, the frame is N. B. If not, state how bolted. The alternate Frames are bolted bolted together. The Butts of the Timbers are close close together; their thickness not less than of the entire moulding at that place. The Frame is chocked chocked with Butt Butt at each end of the chock. The Main Kelson is composed of Yellow Pine and the False Kelson of Yellow Pine. The Scarphs of the Kelsons are not less than 8 feet inches. The Deck and Hold Beams are composed of Spruce.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Black Birch & Spruce. From the first Foothook Heads to the Light Water Mark of Spruce. From the Light Water Mark to the Wales of Spruce & Black-mate. The Wales and Black-strakes are of Black-mate & Oak. The Topsides of Black-mate. The Sheer-strakes and Plank-sheers of Black-mate. The Water-ways of Black-mate. 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 3 between

Planking Inside.—The Limber-strakes are composed of Spruce the Bilge Planks of Spruce. The Ceiling, Lower Hold, of Spruce Between Decks of Spruce. Shelf Pieces of None Clamps of Spruce.

Fastenings.—To Hold Beams wood double bolging knees, 10 pair of staple standards and 11 pair of iron hanging knees, 10 pair of which Riders are attached, extending down Deck Beams wood double bolging knees, 10 pair of staple standards & 10 pair of iron hanging knees. Number of Breasthooks 8 Pointers 4 pair Crutches on. Butts End Bolts are of Iron in the Bottom, and 1 Bolt in each Butt End through and clenched. Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Black-mate. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature _____
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.
Lloyd's Register Foundation
LIN579-0183

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 1/4	3	Bower, 35-12-0 - 36-0-0 - 38-0-0	
1	Fore Top Sails,	65	Hempen Stream Cable	9	1	Stream,	
2	Fore Topmast Stay Sails,	65	Hawser	8	2	Kedge, -	
1	Main Sails,		Towlines				
2	Main Top Sails,	75	Warp	7			
and	well found in other		All of Good quality.				


Her Standing and Running Rigging Simple sufficient in size and Good in quality.

She has one Long Boat and three others

The present state of the Windlass is Good Capstan Good and Rudder Good

General Remarks—Statement and Date of Repairs.

Listings have been left out in accordance with the Rules for the inspection of the timbers of the frame; which together with the other which were driven out were found to be Good. As many iron bands have been put to the Deck & hold beams as could be fixed down. Painters forward and aft which are numerous and very strong.

FROM  CHAIN

This 100 fathoms in length
Machine, and sustained the test of
Given under our
To the Ship

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done _____

I am of opinion this Vessel should be Classed 4 A 1

The Amount of the Fee.....£ 5 : 2 : 3 is received by me, W. H. P.
Special£ 2 : 2 : 3

Certificate (if required)£ : :

Committee's Minute 3rd Decr 1847

Character assigned A 1 for 4 years
L. H.

