

No. 639 Port of London Date 26th Sept^r 1834 639
Survey of the Ship Sullock Castle Master Priggs
Tonnage 502 Owners Davidson & Co Port belonging to London
By whom built Barnard Where built London When built 1827
Destined Voyage Jamaica

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....				Depth of Hold			
Rake of Stem				Lower Hold			
D° of Stern Post.....				Between Decks			
Extreme Breadth							

Scantling of Timber.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each	<u>12 1/2 - 14 1/2</u>		
Floors in the middle		<u>12 1/2</u>	
— at the ends			
1 st Foothooks		<u>11 1/2</u>	
2 nd Foothooks			
3 rd Foothooks			
Top Timbers			<u>6 1/2</u>
Deck Beams.....Middle.....		<u>11</u>	<u>7</u>
— at the Ends		<u>one wood lodged</u>	
— Knees		<u>one iron hanging</u>	
Hold Beams.....Middle.....		<u>12</u>	<u>10 1/2</u>
<u>Crop</u> — at the Ends		<u>12</u>	<u>9 1/2</u> <u>2 IR</u>
— Knees		<u>one wood lodged</u>	
— one iron hanging			
Main Kelson		<u>13</u>	<u>14</u>
Scarpes of KelsonLength			

Outside.		Inside.	
Inches.		Inches.	
Bilge to Wales		Ceiling below Hold Beams ...	<u>3</u>
Short Hoods		Clamps and Bilge Planks.....	<u>5</u>
Bilge Planks		Upper Deck Clamps and	
Bilge to Keel		Spirketting	<u>3 1/2</u>
Wales	<u>6 inches</u>		
Topsides			
Shear Strake			
Plank Shears.....		'Twixt Deck Ceiling.....	<u>2 1/2</u>

Decks.	
Inches.	
Thickness.....	Water Ways

Bolts.	
Inches.	
Heel, Knee, and Dead Wood	Butt Bolts.....
abaft	Hold Beam Bolts
Scarp of the Keel	Hooks forward at throat
Kelson Bolts	Hooks forward at arms.....
Bolts thro' the Bilge and Foot	Transoms
Waling	Lower Pintle of the Rudder ..

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name

Surveyor's Name

Masts, Yards, &c.		Sails.	
	Quality of Wood.	N°.	Nos.
Bowsprit		Fore Topmast Stay Sails.....	
Foremast	<u>One Proper dimension</u>	Fore Sail	
Main Mast	<u>good Condition</u>	Fore Topsails	
Mizen Mast		Main Sails	<u>2 Sails</u>
		Main Top Sails.....	
<u>2 Iron Stays</u>	<u>in good Condition</u>	And is generally well	
<u>2 Ridge do</u>		found in other sails.	

Cables, Cordage, &c.		Anchors.		Boats.	
	Fathoms.			Number and Description.	
Cables, Hemp		Nos.			
D° Iron.....	<u>Two</u>	<u>3</u>	Bower		<u>1 Launch</u>
Hawser.....	<u>One</u>	<u>1</u>	Stream		<u>1 Skiff</u>
Towlines	<u>Manila one</u>	<u>1</u>	Kedge		<u>1 Cutter</u>
1 st Warp	<u>Two</u>				
2 nd D°					

Standing and Running Rigging is all found to be sufficient in size, and good in quality.

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

Owner's Name

Nautical Surveyor's Name



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SURVEYOR'S REMARKS.

Timbering. *is of English Oak of good Quality well squared and good workmanship*
The Quality, Squaring, and Workmanship.

Planking. *is of English Oak of good Quality well wrought has been scraped bright in good condition*
Outside and Inside Quality, Edging, and Workmanship.

Fastenings. *are of Copper the butt bolts is well bolted at the bidge the knees of the beams of the orlop & middle deck are all fastened with copper has 4 Wood & one Iron Hook at the bows below the hold beams, 4 Wood Stainers & one wood -*
If Sheathed, Doubled, or Felted. *crutch aft*
Sheathed with Copper 1831-

Repairs.

General Observations and Opinion as required by the Instructions. *This is a very well built ship her timbers when seen are sound and good as is the planking inside & out is very well fastened in every part had not worked at any of the beam ends, is in every respect a superior built ship is fit for the conveyance of Dry & Stowable cargo & should be classed 12A*

Huntman

Surveyed in dry Dock & afloat

The Amount of the Fee, £ 3 : 3 : 0 is received by me, the officer

Committee Minute *1st October* 1834

Character assigned *A 1 for 12 Years*



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