

No. 15 Survey held at Sunderly, Barbary Date Oct 20 1841  
 on the Ship Sullana & Selina Master Alex. M. Larue  
 Tonnage 175 3/4 Built at Batavia When built 1840 Port London  
 By whom built J. Taylor Owners Batavia etc  
 Port belonging to London Destined Voyage Amoy etc  
 If Surveyed Afloat or in Dry Dock while building on the three stages of this voyage

Dec 24 1841  
 7128

Length aloft	Feet. Inches. 68 3/4	Extreme Breadth	Feet. Inches. 18 1/2	Depth of Hold	Feet. Inches. 11 1/2
<b>Scantlings of Timber.</b>					
Timber and Space	each	11			
Floors	sided	9 1/2	Moulded 10		
1 <sup>st</sup> Footbooks		7 1/2	"		
2 <sup>nd</sup> Ditto		7 1/2	"		
3 <sup>rd</sup> Ditto		6 1/2	"		
Top Timbers		6 1/2	5		
Deck Beams	N <sup>o</sup> . of <u>Top</u>	9	1		
Hold Beams	N <sup>o</sup> . of <u>Hold</u>	9	1		
Keel		11	1 1/2		
Kelsons		11	11		
<b>Thickness of Plank.</b>					
			<b>Outside.</b>	<b>Inside.</b>	
Keel to Bilge		2 1/2		Foot Waling	2 1/2
Bilge Planks		3 1/2		Bilge Planks	3
Bilge to Wales		2 1/2		Ceiling in Flat	2
Wales		2 1/2		Ditto Bilge to Clamp	2
Top-sides		2		Hold Beam Clamps	4 1/2
Sheer Strakes		3		Deck Beam Ditto	2 1/2
Plank Sheers		2 1/2		Ceiling 'twixt Decks	2
Water-Ways		4		Hold Beam Shelves	2
Upper Deck		2 1/2		Deck Beam Ditto	7

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

**Timbering.**—The Space between the Floor Timbers and Lower Footbooks in this Vessel is 1 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Footbooks are composed of ditto Timber. The other Footbooks and Top Timbers of ditto. The Shifts of the first and second Footbooks are not less than one sixth N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are not less than one sixth. The Frame is well squared from the first Footbook Heads upwards, and free from sap, and from thence downwards, the frame is well bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is well chocked with one Batt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of English Oak. The Scarphs of the Kelsons are not less than six feet inches. The Deck and Hold Beams are composed of English Oak.

**Planking Outside.**—From the Keel to the first Footbook Heads the Plank is composed of American Elm. From the first Footbook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of English Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of English Oak. The Decks of Quercus Fici State of Good. The Shifts of the Planking are not less than five 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 three.

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak. The Ceiling, Lower Hold, of English Oak Between Decks of ditto. Shelf Pieces of English Oak Clamps of English Oak. **Fastenings.**—To Hold Beams one Batt at each end of the chock. Deck Beams secured in the Shell, one Batt at each end of the chock. Number of Breasthooks three Pointers three Crutches one left. Butts End Bolts are of Wrought Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling are bolted through and clenched. General Quality of Workmanship Good.

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

Builder's Name G. Taylor  
 Surveyor's Name W. H. H. H.

Lloyd's Register  
 Foundation

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

7128 Lori

She has SAILS.

N <sup>o</sup> .	<u>Two sheets</u>
Fore Sails,	<u>100</u>
Fore Top Sails,	<u>90</u>
Fore Topmast Stay Sails,	<u>90</u>
Main Sails,	<u>90</u>
Main Top Sails,	

CABLES, &c.

Trehen.	<u>One steam chain</u>	Trehen.	N <sup>o</sup> .
Chain	.....	1	3
Hempen Stream Cable	.....	1	
Hawser	.....	5	2
Towlines	.....	5 1/2	
Warp	.....		
All of <u>new</u> quality.			

ANCHORS, and their weights.

Bower,	
Stream,	
Kedge,	

and

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

She has One Long Boat and Yolly Boat

The present state of the Windlass is Patent Capstan new and Rudder good

**General Remarks—Statement and Date of Repairs.**

*This vessel has been surveyed by me whilst building at the three different stages, the state of the timber is of good quality free from defects well squared & clear of sap, is well fastened in every part in a very substantial manner and the scantling of large dimensions - and has all the requisites for a backbone ship.*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

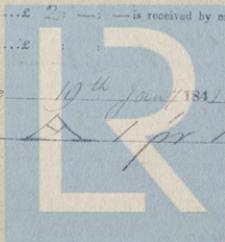
I am of opinion this Vessel should be Classed 12 A1

The Amount of the Fee ..... £ 2 - - is received by me, \_\_\_\_\_

Special ..... £ \_\_\_\_\_

Committee's Minute 10<sup>th</sup> Jan 1881

Character assigned 1<sup>st</sup> Apr 12 1881



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*Special S.P. 10.0*