

No. 2238 Survey held at Sunderland Date August 1842
on the "Sone" Master Stuart
Tonnage 270 Built at Sunderland When built 1842 (Regist. February 1843)
By whom built G. W. Hall Brothers Owners Mitchell & Co
Port belonging to Sunderland Destined Voyage _____

If Surveyed Afloat or in Dry Dock during the Building

Length aloft	85 1/2	Feet.	91	Inches.	6	Extreme Breadth	24	Feet.	9	Depth of Hold	15	Feet.	9	Inches.
Scantlings of Timber.						Thickness of Plank.								
Timber and Space	each	12	Inches.			Outside.	Inches.		Inside.	Inches.				
Floors	sided	11 1/2	Moulded	12	9 1/2	Keel to Bilge	3		Foot Waling	3				
1st Foothooks	"	9 1/2	"	8 1/2		Bilge Planks	4		Bilge Planks	4				
2nd Ditto	"	9	"	8		Bilge to Wales	3 1/4 - 8		Ceiling in Flat	2 1/2				
3rd Ditto	"	8	"	7		Wales	1 1/2		Ditto Bilge to Clamp	2 1/2				
Top Timbers	"	7 1/2	"	5		Topsides	2 1/2		Hold Beam Clamps	1 1/2				
Deck Beams	N°. of 18	9	"	9	5 1/2	Sheer Strakes	3 1/4		Deck Beam Ditto	3				
Hold Beams	N°. of 13	11	"	11	8	Plank Sheers	3		Ceiling 'twixt Decks	2				
Keel	"	11	"	9		Water-Ways	7		Hold Beam Shelves	12 1/2				
Kelsons	"	11	"	27		Upper Deck	3		Deck Beam Ditto	"				
Size of Bolts in Fastenings.						Iron.								
Copper.						Copper.								
Heel-Knee, and Dead Wood abaft	1 1/8	Feet.	1 1/8	Inches.		Bolts thro' the Bilge and Foot Waling	3 1/4		Hold Beam	7/8				
Scarpshs of Keel	N°. 8	3 1/2				Butt End Bolts	5/8		Deck Beam	7/8				
Floor Timber Bolts	1					Lower Pintle of the Rudder	2 3/4							
Kelson ditto	1 1/8													
Transoms and throats of Hooks	7/8								same in Iron above the Copper					
Arms of Hooks	7/8													

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 5 1/2 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 Foothooks are composed of English and Foreign Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3/8 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 well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. to 2 Heads N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/5 of the entire moulding at that place. The Frame is cross chocked with no Butt at each end of the chock. The Main Kelson is composed of Foreign Oak and the False Kelson of Foreign Oak. The Scarpshs of the Kelsons are not less than 7 feet 0 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 Amer. Elm. From the first Foothook Heads to the Light Water Mark of Amer. Oak. From the Light Water Mark to the Wales of Dan. imp'd Oak in midships: Ends of English Oak. The Wales and Black-strakes are of African & Eng. Oak. The Topsides of Eng. & African Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Pitch Pine. The Decks of Yellow Pine. State of _____. The Shifts of the Planking are not less than 5 Feet 0 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 None between _____

Planking Inside.—The Limber-strakes are composed of Amer. Oak the Bilge Planks of Stettin Oak. The Ceiling, Lower Hold, of Dan. imp'd Oak Between Decks of Chahogany. Shelf Pieces of Amer. Oak Clamps of Dan. & African Oak.

Fastenings.—To Hold Beams Iron Lodging and Staple knees, Stinger on top, and 2 pair Sheenbees each side below, also 23 Deck Plank each side. Deck Beams One Wood Knee, and Iron Lug hanging knee. Number of Breasthooks Five Pointers in pair. The Crutches and 2 Iron Pins each side. Butts End Bolts are of Copper in the Bottom, and one 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 _____
Surveyor's Name John Bowdler

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 3/4	3	Bower,	12 ^c : 12 ^c : 12 ^c
1	Fore Top Sails,	75	Hempen Stream Cable	8	1	Stream,	4 ^c
2	Fore Topmast Stay Sails,	60	Hawser	3/4	1	Kedge,	2 ^c
1	Main Sails,	80	Towlines	5 1/4			
2	Main Top Sails,	80	Warp	4 1/2			
and <u>Stiff in the Sails</u>			All of <u>good</u> quality.				

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

She has One Long Boat and Stiff

The present state of the Windlass is Stiff. Capstan Winch and Rudder and Breeches and Rudder Stiff.

With Patent Smother

General Remarks—Statement and Date of Repairs.

The frame throughout is of good scantling, well grown, healthy quality. Very well brought, stepped and shifted and generally well squared throughout. The scantling and quality of Upper and Lower Deck Beams. Keel. Knees &c are all very good and well squared.

The quality of plankings both outside and inside appear sound and good: well seasoned imported plank. all very well brought and shifted and free from sap. Trussing of Dry Dock (mostly engine turned).

Upper and Lower Deck Beams. Keel. Knees &c very well and securely fastened.

Commenced building in May, 1841 Launched August 1842 keel Stowed
as follows $\frac{18}{6} : \frac{22}{7} : \frac{24}{8} : \frac{6}{4} : \frac{22}{8}$: This Vessel stood finished near 6 mo.

If Sheathed, Doubled, Felted, or Coppered

When last done

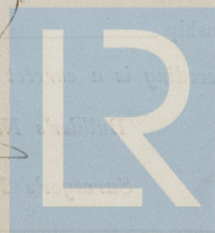
I am of opinion this Vessel should be Classed

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

Special£ : :

Committee's Minute

Character assigned



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