

No. 4301 Survey held at Sunderland Date September 4 1850  
 on the Ship "Sultan" Master Thomas McKenzie  
 Tonnage 147 Built at Sunderland When built 1830  
 By whom built Robert & Co Owners W. B. Bales  
 Port belonging to Sunderland Destined Voyage Constantinople  
 If Surveyed Afloat or in Dry Dock during Building

Length aloft	98	Feet. Inches.	Extreme Breadth	24	6	Feet. Inches.	Depth of Hold	14	6	Feet. Inches.
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>							
Room and Space	12 1/2	Inches.	Keel to Bilge	3	Inches.	Limber Strakes	3 1/4	Inches.		
Floors	10	Moulded	Bilge Planks	4		Bilge Planks	4			
1st Foothooks	8 1/2	"	Bilge to Wales	3		Ceiling in Flat	2 1/2			
2nd Ditto	8 1/4	"	Wales	4 1/2		Ditto Bilge to Clamp	2 1/2			
3rd Ditto	8	"	Topsides	2 1/2		Hold Beam Clamps	4			
Top Timbers	7 1/2	"	Sheer Strakes	2 ditto	3 1/2	Deck Beam Ditto	3			
Deck Beams N° 22	Average Space } 4 to 4 1/2 ft	"	Plank Sheers	3		Ceiling 'twixt Decks	2 1/2			
Hold Beams N° 13	Average Space } 4 to 6	"	Water-Ways	6 1/4		Hold Beam <u>Spikes</u>	4 3/4			
Keel	11	"	Upper Deck	2 3/4		Deck Beam Ditto				
Kelsons	11 1/2	"								

<b>Copper or Iron.</b>			<b>Size of Bolts in Fastenings, distinguishing whether</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft	1 1/2	Inches.	Bolts thro' the Bilge and Limber Strakes	3/4	Inches.	Hold Beam	1 7/8	Inches.
Scarphs of Keel	3/4	"	Butt End Bolts	5/8	"	Deck Beam	3/4	"
Floor Timber Bolts	1	"	Lower Pintle of the Rudder	2 3/4	"			
Kelson ditto	1	"						
Transoms and throats of Hooks	7/8	"						
Arms of Hooks	3/4	"						

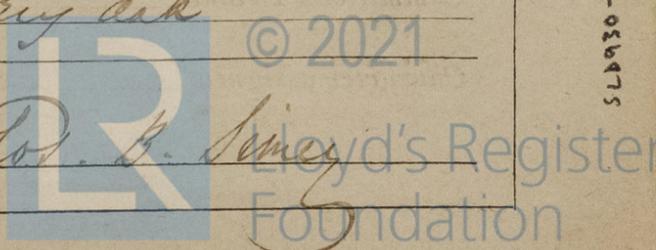
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/3 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Eury Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eury Oak and are free free from all defects. The Floors and first Foothooks are composed of Eury & Foothook Oak Timber. The other Foothooks and Top Timbers of Eury Oak. The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is fairly squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is fairly square. The alternate Frames are all bolted together. 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 crop chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer & Hottin Oak and the False Kelson of Amer Oak. The Scarphs of the Kelsons are not less than 6 feet 4 inches. The Deck and Hold Beams are composed of Hottin & Eury 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 Elm. From the Light Water Mark to the Wales of Hottin Oak. The Wales and Black-strakes are of Sawyer Oak. The Topsides of Sawyer Oak. The Sheer-strakes and Plank-sheers of Sawyer & Hottin Oak. The Water-ways of Baltic Fir. The Decks of Y Pine. State of     . 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 Prostly Free between

**Planking Inside.**—The Limber-strakes are composed of Amer Oak the Bilge Planks of Hottin & Eury Oak. The Ceiling, Lower Hold, of Hottin Oak Between Decks of Hottin Oak. Shelf Pieces of      Clamps of Hottin Oak.

**Fastenings.**—To Hold Beams Iron Lodging Knees, Shiketting bolted through the Wales and 6 pair of Iron Hanging Knees. Deck Beams Wood Lodging Knee and Iron Lodging Knee, at the after end Iron Lodging Knees. Number of Breasthooks Pine Pointers one pair Iron Crutches two on each side. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Eury Oak. General Quality of Workmanship fair.

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Signature \_\_\_\_\_ Surveyor's Signature Geo. B. Sealey



5920-036975

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

She has SAILS.			CABLES, &c.			ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .			
2	Fore Sails,	180	Chain .....	1 3/16	3	Bower,	13 : 12 1/2 : 12.	
1	Fore Top Sails,	75	Hempen Stream Cable .....	8	1	Stream,	3 1/2 <sup>c</sup>	
2	Fore Topmast Stay Sails,	60	Hawser .....	1 3/4	1	Kedge,	1 1/2 <sup>c</sup>	
1	Main Sails,	75	Towlines .....	5 1/2				
2	Main Top Sails,	75	Warp .....	5				
and <u>others as usual</u>			All of <u>good</u> quality.					

Her Standing and Running Rigging is of hemp sufficient in size and good in quality.

She has one Long Boat and skiffs

The present state of the Windlas is good Capstan Winch and Rudder good Pumps two metal  
patent

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

*This vessel was regularly surveyed during building*

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

I am of opinion this Vessel should be Classed S.M.S.

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

Order No. 50 Special .....£ 12 : 7 : "

Certificate (if required) .....£ " : 10 : "

Committee's Minute 17<sup>th</sup> Sept 1850

Character assigned 1st class

*Wm. B. Simey*



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