

No. 173 Port of Sunderland Date January 7th 1835
 Survey of the Ship "Kirtan" Master Wm. Frost
 Tonnage 230 Owners Michael Kirtan Port belonging to Sunderland
 By whom built Wm. Wilkinson Where built Sunderland When built 1830
 Destined Voyage Sunderland to London
Built under special contract for the present owner

Actual Regd. 1830		Dimensions by Register	
Feet.	Inches.	Feet.	Inches.
Length of Keel.....		Depth of Hold.....	15 5
Rake of Stem.....		Lower Hold.....	8 11
D° of Stern Post.....	85 1	Between Decks.....	4 9
Extreme Breadth.....	25 4		

Scantling of Timber.

	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each.....	9. 15	"	"	
Floors in the middle.....	"	12	12	
— at the ends.....	"	10. 12	9	
1 st Foothooks.....	"	9. 11	8	
2 nd Foothooks.....	"	10. 12	7 1/2	
3 rd Foothooks.....	"	"	"	
Top Timbers.....	"	"	"	
Deck Beams..... Middle.....	"	8	8 1/2	
— at the Ends.....	"	"	5	
— Knees.....	"	4 1/2. 5	"	
Hold Beams..... Middle.....	"	11 1/2	11	
— at the Ends.....	"	"	7	
— Knees.....	"	7. 7 1/2	"	
Main Kelson <u>and ribs</u>	"	11 1/2	23	
Scarp of Kelson Length.....	"	4. 10	10 1/2	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Bilge to Wales.....	3	Ceiling below Hold Beams.....	2 1/2
Short Hoods.....	2 1/2	Clamps and Bilge Planks.....	4. 4 1/2
Bilge Planks.....	4 1/2	Upper Deck Clamps and Spirketting.....	3
Bilge to Keel.....	2 1/2	Twixt Deck Ceiling.....	2
Wales.....	4		
Topsides.....	2 1/2		
Shear Strake.....	3		
Plank Shears.....	2 1/2		

Decks. Comans very good

Thickness.	Inches.	Water Ways.....	Inches.
<u>Better</u>	3		4. 3

Bolts.

	Inches.		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 <u>26. 4. 11. 11. 11. 11.</u>	3/4	Lower Pintle of the Rudder.....	2 1/4

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 John B. Denton

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Mowsprit.....	<u>RP</u>	<u>17 1/2 inches diameter</u>
emast.....	<u>Battic</u>	<u>17 ch - ch -</u>
n Mast.....	<u>Battic</u>	<u>17 ch - ch -</u>
n Mast.....		

Sails.

Nos.		Nos.
3	Fore Topmast Stay Sails.....	1
3	Fore Sail.....	1
2	Fore Topsails.....	2
1	Main Sails.....	3
2	Main Top Sails.....	2

And is generally well found in other sails. } well found

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp.....		
D° Iron.....	185	1 1/8
wser.....	60	13
ines.....	80	7 1/4
arp.....	80	5 new
	100	4

Anchors.

Nos.	
3	Bower <u>10 3/4 - 9 3/4 - 9 3/4</u>
1	Stream <u>3 3/4</u>
1	Kedge <u>1 3/4</u>

2 Boats.

Number and Description.
<u>Clincher built of oak</u>
<u>San fastened</u>

and Running Rigging is all found to efficient in size, and good in quality. } sufficient and in good order

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

Owner's Name

Nautical Surveyor's Name John B. Denton



Surveyed during the Repair and when repaired

SURVEYOR'S REMARKS.

Timbering. Frame of Ship reported by the Owner to be all of Oak and on examination appears to be of good scantling and fairly squared; wains of part of the floor are wains and not regularly spaced; Floor Ends and 1 footlock heads are generally close checked, Check Ends butted and generally well seated and fitted; A few of the 3rd footlocks on each side run short and are not stepped solid on the 1st footlock heads, and run thin at the points; Scarps of 1st footlocks 3 1/2 to 4 feet.

Planking. Deck Hold Beams appear of Inf. Oak, a part of each are wains and Lappet at the Small Ends; Part of the Deck Hold Beams are short in the Arms and Wains; Beams are a good length at the Arms and fairly squared; Part of the Floor, an Wains; Kelson, Kelson, Stem, Stern Post, Knight Heads and Hawn Timber are all sound and good.

Outside and Inside
Quality, Edging, and Workmanship. The Outside plank from the Shear Strake (Ways included) down to the light keel is made of English and Baltic Oak, from thence to the keel of Elm and Birch; Inside plank of English and Baltic Oak; Shifts of the Butts of the Outside & Inside plank generally 2 Shear Strakes, Aqual of the

Fastenings. The Butts in Midships are well divided and scarp good; The quality of the Waterways, Spillkilling, Plank Shear, Shear Strake, Top side, Upper deck, Wale, Counter, also the Plank & Trunnels outside, down to the keel appear all sound & good. Inside plank all good & sufficient.

**If Sheathed,
Doubled, or
Felled.**

Repairs. Hold Deck Beams, are fastened with 9th Iron, and a 4 1/2 forey Oak shelf laid flat both above & below the Hold Beams, and a 3 inch forey Oak shelf under the Deck Beams, also the 2nd Waterway let down into the Beams; 4 Hooks forward below the Main Deck, the Upper and Lower Deck fastenings, Hooks &c appear all well fitted, and are generally well bolted & clinched; (except the upper deck shelf rather short of Bolt)

No appearance of working or straining; Butts are generally fastened with One short Bolt for Trunnels; Bulbs on each side are Bolted through and Clinched; All Iron fastenings (except the Butts) below the Wale & Scarps of Keel are Copper fastened; 4 Iron Rudder Pieces, Rudder and Bindings are all good & sufficient.

Repair done at present time under notice.

Not furnished to amount -

Part new planks & 1 footlock & a through overboard

General Observations

and Opinion as
required by the
Instructions.

Scantling of 1st 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd 63rd 64th 65th 66th 67th 68th 69th 70th 71st 72nd 73rd 74th 75th 76th 77th 78th 79th 80th 81st 82nd 83rd 84th 85th 86th 87th 88th 89th 90th 91st 92nd 93rd 94th 95th 96th 97th 98th 99th 100th 101st 102nd 103rd 104th 105th 106th 107th 108th 109th 110th 111th 112th 113th 114th 115th 116th 117th 118th 119th 120th 121st 122nd 123rd 124th 125th 126th 127th 128th 129th 130th 131st 132nd 133rd 134th 135th 136th 137th 138th 139th 140th 141st 142nd 143rd 144th 145th 146th 147th 148th 149th 150th 151st 152nd 153rd 154th 155th 156th 157th 158th 159th 160th 161st 162nd 163rd 164th 165th 166th 167th 168th 169th 170th 171st 172nd 173rd 174th 175th 176th 177th 178th 179th 180th 181st 182nd 183rd 184th 185th 186th 187th 188th 189th 190th 191st 192nd 193rd 194th 195th 196th 197th 198th 199th 200th 201st 202nd 203rd 204th 205th 206th 207th 208th 209th 210th 211th 212th 213th 214th 215th 216th 217th 218th 219th 220th 221st 222nd 223rd 224th 225th 226th 227th 228th 229th 230th 231st 232nd 233rd 234th 235th 236th 237th 238th 239th 240th 241st 242nd 243rd 244th 245th 246th 247th 248th 249th 250th 251st 252nd 253rd 254th 255th 256th 257th 258th 259th 260th 261st 262nd 263rd 264th 265th 266th 267th 268th 269th 270th 271st 272nd 273rd 274th 275th 276th 277th 278th 279th 280th 281st 282nd 283rd 284th 285th 286th 287th 288th 289th 290th 291st 292nd 293rd 294th 295th 296th 297th 298th 299th 300th 301st 302nd 303rd 304th 305th 306th 307th 308th 309th 310th 311th 312th 313th 314th 315th 316th 317th 318th 319th 320th 321st 322nd 323rd 324th 325th 326th 327th 328th 329th 330th 331st 332nd 333rd 334th 335th 336th 337th 338th 339th 340th 341st 342nd 343rd 344th 345th 346th 347th 348th 349th 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