



SULTANA

SCHOOLSHIP OF THE CHESAPEAKE

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A GUIDE TO THE 1768 REPRODUCTION SCHOONER



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1768 REPRODUCTION SCHOONER
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A JOINT ENDEAVOR OF
SULTANA PROJECTS, INCORPORATED AND
THE UNITED STATES NATIONAL PARK SERVICE

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RULES BY WHICH A GREAT EMPIRE
MAY BE REDUCED TO A SMALL ONE

*BENJAMIN FRANKLIN'S THOUGHTS ON THE ROYAL NAVY'S FLEET OF ARMED
PATROL VESSELS, WHICH INCLUDED THE SCHOONER SULTANA. PUBLISHED 1773*

Convert the brave, honest officers of your navy into pimping tide-waiters and colony officers of the customs. Let those who in time of war fought gallantly in defense of their countrymen, in peace be taught to prey upon it. Let them learn to be corrupted by great and real smugglers; but (to show their diligence) scour with armed boats every bay, harbor, river, creek, cove, or nook throughout the coast of your colonies; stop and detain every coaster, every wood boat, every fisherman; tumble their cargoes and even their ballast inside out and upside down; and, if a penn'orth of pins is found unentered, let the whole be seized and confiscated. Thus shall the trade of your colonists suffer more from their friends in time of peace than it did from their enemies in war. Then let these boats' crews land upon every farm in their way, rob the orchards, steal the pigs and the poultry, and insult the inhabitants. If the injured and exasperated farmers, unable to produce other justice should attack the aggressors, drub them, and burn their boats, you are to call this high treason and rebellion, order fleets and armies into their country, and threaten to carry all the offenders three thousand miles to be hanged, drawn and quartered. Oh, this will work admirably!

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SULTANA SCHOOLSHIP OF THE CHESAPEAKE



Using a full-scale reproduction of the 1768 schooner *Sultana* as a floating classroom, Sultana Projects, Inc. provides experiential education programs focusing on colonial history and environmental science to students of all ages. During *Sultana's* under-sail programs, students travel back to the “Age of Sail” and participate in fun, interactive and informative activities: raising sails, steering the ship, navigating with 18th century instruments, touring the crew’s living quarters, sampling marine life, examining plankton under microscopes and conducting tests to monitor water quality. Through education, Sultana Projects promotes stewardship of the Chesapeake Bay’s historic, cultural and environmental legacy.

Approximately 5,000 students participate in *Sultana's* acclaimed educational programs each year. from her homeport of Chestertown, the schooner sails from April through mid-November, making regular visits to ports around the Chesapeake including Baltimore, Annapolis, St. Michaels, Cambridge, Solomons, Alexandria, Norfolk and Washington, D.C.

Sultana carries a crew of six, including a USCG licensed captain, first mate, director of education and three deckhand/educators. *Sultana's* crew members generally have degrees from a four-year college and come from a wide variety of backgrounds. In addition to sailing and maintaining the schooner, all crew members teach during under-sail programs.



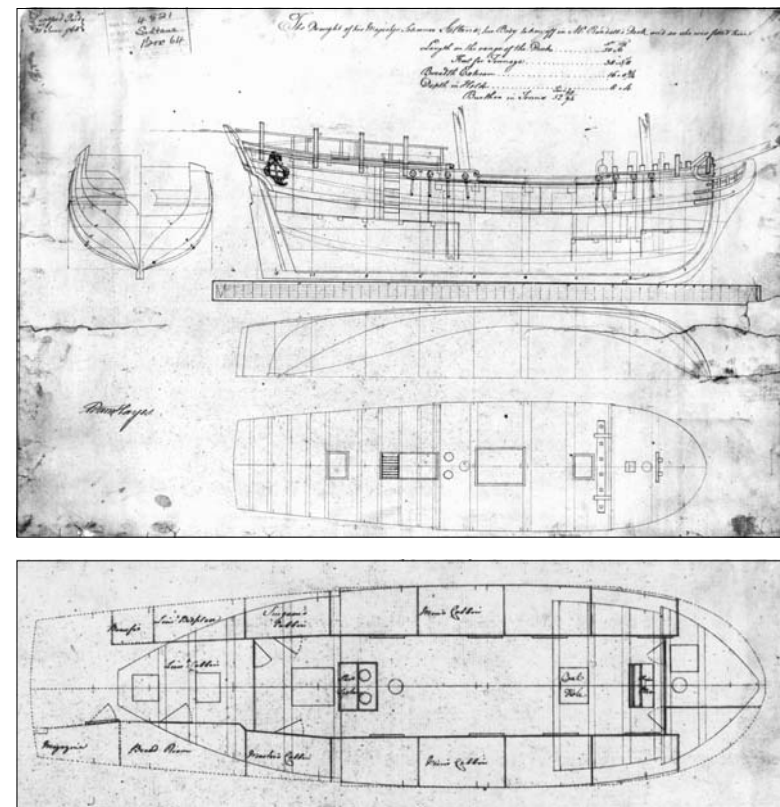
Sultana provides hands-on educational programs in history and environmental science to approximately 5,000 students in the Chesapeake Region each year. Staff photos

SULTANA - A BRIEF HISTORY



The original schooner *Sultana's* keel was laid at Benjamin Hallowell's shipyard in Boston, Massachusetts in 1767. Hallowell had been contracted to build *Sultana* by Sir Thomas Asquith, a South Hampton merchant who intended to use the vessel as a combination cargo schooner and yacht. Though small, measuring just 50 feet 6 inches from stem to stern, she was nevertheless built as stout as a ship of the line. The schooner's solid construction would serve her well, as only months after her launch into Boston Harbor, Asquith hired a captain and crew to sail the vessel across the frigid waters of the North Atlantic to the Royal Navy Yard in Deptford, England, in hopes the Admiralty would see fit to purchase her.

Prior to *Sultana's* arrival in Deptford, the Royal Navy had been charged with enforcing the newly enacted Townsend Acts. By authority of the British Parliament and King George III, these acts imposed duties on tea, paint, paper, lead and other items imported by the American colonists. Lacking the quick and maneuverable vessels needed to monitor colonial shipping effectively, the Royal Navy would, ironically, turn to American designed and built schooners to augment its fleet. In March of 1768, Royal Navy shipwrights surveyed *Sultana* and were favorably impressed: "*Has the character of being a good Sailor ... Appears well wrot & put together ... a proper vessel, fit to purchase for His Majesty's service.*" (PRO ADM 106/3315).



At the time of Sultana's purchase, the Royal Navy performed a thorough survey of the vessel. Recorded on June 21, 1768, the draught above is one of the most complete recordings of an American schooner built prior to the Revolutionary War. Sultana's reproduction is based directly upon these drawings and an associated written survey. Courtesy National Maritime Museum, London, negatives # 4521 and 4522.



Engraving by Paul Revere showing the British fleet landing troops at Boston in the fall of 1768. Arriving in Boston only weeks after this engraving was made, Sultana assisted with the landing of British regulars sent to subdue rioting American colonists. This event marked the first occasion when British troops occupied a colonial American city. Courtesy the Winterthur Museum.

After the schooner's purchase, the Royal Navy's shipwrights immediately began refitting, arming and provisioning *Sultana* for her new life as a revenue cutter in colonial North America. Topmasts, yards and square sails were added to the original "bare poled" American rig, bunks were added to accommodate a crew of twenty-five, and eight half-pound swivel guns were mounted along the rails. After taking on drinking water and provisions, *Sultana* departed England on August 28, 1768, and sailed into the political firestorm developing in the American colonies.

After a harrowing two-month crossing of the Atlantic, *Sultana* arrived in Halifax, Nova Scotia, on October 24, 1768, and was immediately ordered to Boston Harbor. The tiny schooner soon found herself part of the largest fleet of war ships ever assembled in North America, helping to transport thousands of troops sent to occupy and subdue the rebellious city of Boston. Only twelve months out of the yard, *Sultana* was taking part in the first significant military action of the conflict that would become the American Revolution.

Sultana's arrival in Boston also marked the first time one of her crew members deserted ship in North America. In the confusion of transporting the British troops to Boston's long wharf on November 16, 1768, able-bodied seaman Edward Cunningham slipped into the crowds gathered to watch the proceedings and made his escape. While Mr. Cunningham was the first sailor to run away, he certainly was not the last. Over the course of her four-year tour of duty, *Sultana* suffered an annual desertion rate approaching 100%. A crew that began as a collection of mostly English and Irish sailors evolved into a diverse mix of British, European and American-born sailors. While most of the new

American crew members were of European descent, at least one man, Prince Gould, had ancestors who had been brought to America as slaves from West Africa.

With the British troops landed, *Sultana* left Boston in early December, 1768. For the next four years, the schooner patrolled the waters of the Atlantic coast, calling at Boston, New York, New Jersey, Nova Scotia, Cape Cod, North Carolina, Chesapeake Bay, Narragansett Bay and Delaware Bay. *Sultana's* daily activities were detailed in logs kept by her commander, Lieutenant John Inglis, and her Master, David Bruce. These men also maintained the vessel's muster books, keeping track of every man who worked aboard. Amazingly, all of these documents have survived intact to the present day, providing one of the most authentic and thoroughly documented histories available for an American-built vessel of this period.

Sultana patrolled the Chesapeake Bay from October, 1769, through August, 1770. Master Bruce's logs from this time period indicate that the schooner was never busier than when she sailed the Chesapeake, searching inbound ships from London, Glasgow, Liverpool, Lisbon, Barbados, Jamaica, Antigua, Port-au-Prince, St. Christopher's, Boston, Nantucket, New York and Philadelphia. In July of 1770, *Sultana* sailed up the Potomac River, mooring near Colonel George Washington's estate at Mount Vernon. On the evening of July 29th, Lieutenant Inglis and Master Bruce dined with the future president.

In 1771 and 1772, American sailors were becoming increasingly intolerant of the Royal Navy's searches. Lieutenant Inglis was often forced to fire *Sultana's* swivel guns across the bow



Sultana's commander, Lieutenant John Inglis, and her master, David Bruce, dined with the future general and president George Washington when *Sultana* anchored off Mount Vernon in July of 1770. Washington, an avid supporter of the American cause, and Inglis, a staunch loyalist, must have had a great deal to discuss over dinner that evening. Painting of George Washington reproduced courtesy Washington and Lee University.

of ships reluctant to allow a search of their cargo. Occasionally, *Sultana* was met with violent resistance in the course of her duties. On January 21, 1771, the schooner had her first significant encounter with angry American colonists in Newport, Rhode Island. In response to the seizure of a crew member who had deserted *Sultana*, angry citizens took matters into their own hands. Master David Bruce recorded this event in his log: “*The people of Newport threatened to board us, cut us off (the anchor), and burn the Schooner*” (PRO ADM 52/1455-6). After a tense confrontation the crowd dispersed and *Sultana* escaped. On May 9, 1772, another violent encounter occurred near Newcastle, Delaware, when the crew of the brig *Carolina* attempted to recapture their seized vessel. They were repelled by Lieutenant Inglis’s crew with grapeshot and musket fire.

With her ability as a warship being tested almost daily, the Royal Navy decided to recall *Sultana* from the North American station. In October, 1772, the schooner sailed back to England and within a few months of her return she was sold out of the Royal Navy. *Sultana* likely spent the twilight of her years as a merchant ship, sailing the waters off the British Isles.

Though *Sultana* was neither the largest nor the most powerful vessel to emerge from an American shipyard, she has the more important distinction of having participated in the formative events of the American republic. The laws *Sultana* enforced drove the colonists to reassess fundamental assumptions about government and society that had shaped Europe for more than two thousand years. The egalitarian principles that took root in America during *Sultana*’s years have been the driving force behind much of American history ever since.

SULTANA TIMELINE, 1767-1772



1767	
Summer	Built as merchantman in Boston
Fall/Winter	Sailed to England on speculation
1768	
March 8	Purchased by the Royal Navy for £285
August 28	After refitting, departs for America
November	Assists landing Redcoats at Boston Harbor
1769	
January-May	On patrol for smugglers in Rhode Island
June	Visits to New York and Philadelphia
August	Extensive refit in Halifax
October	On patrol for smugglers in the Chesapeake
1770	
January-August	On patrol for smugglers in the Chesapeake
July 29	<i>Sultana</i> ’s officers dine with George Washington
Fall	On patrol for smugglers in Rhode Island
1771	
January 21	Nearly burned by rebels in Newport, RI
Summer	On patrol for smugglers off the Jersey coast
Fall	On patrol for smugglers in the Delaware Bay
1772	
May 9	Battles the crew of the brig <i>Carolina</i> on the Delaware Bay
October 11	<i>HMS Sultana</i> taken off station and sailed to England
December	Decommissioned and sold at auction for £85

VESSEL SPECIFICATIONS, SULTANA - 2001



Sparred Length	97 feet
Length Overall	59 feet
Length on Deck	52 feet
Length at Waterline	50 feet 6 inches
Draft	8 feet
Beam	16 feet 8 inches
Height of Rig	67 feet
Sail Area	2,010 square feet
Weight	152,432 pounds
Tonnage	43 gross tons
Top Speed	9-10 knots
Framing	Osage orange (double sawn)
Planking & Ceiling	White oak
Decking	Douglass fir
Spars	Douglass fir
Knees	Hackmatack
Fastenings	Bronze/Osage
External Ballast	11,500 lbs
Internal Ballast	35,000 lbs
Engine	225 hp. Diesel, John Deere
Builder	John Swain, Swain BoatBuilders, LLC
Architects	Benford Design Group Charles Neville Associates
Passenger Capacity	32 persons (day trips), 10 persons (overnight)
Crew	6-8 persons

Sultana is a United States Coast Guard certified passenger carrying vessel, approved for service on lakes, bays and sounds from Maine



Originally designed for trans-Atlantic trade, Sultana is an extremely able and flexible sailing vessel, capable of carrying 32 passengers for day trips and up to 10 passengers for overnight voyages. Photo by Lucian Niemeyer

LIEUTENANT JOHN INGLIS



John Inglis was born in Philadelphia in 1743. He joined the British Royal Navy at the age of 14 on board the *HMS Garland*, a ship of 20 guns with a crew of 160 men. While his service on this ship ended with his unflattering desertion, it was the beginning of a distinctive fifty-year naval career.

At 18, John Inglis was rated as a midshipman under the tutelage of Captain John Elliot. Shortly afterwards he fought in the Seven Years War, helping to capture three French privateers which had been wreaking havoc off the coast of Ireland. On July 18, 1768, having passed his Lieutenant's examination, Inglis assumed his first command, the Royal Navy's smallest schooner, *Sultana*. His years aboard *Sultana* would be some of the busiest and most challenging of his life. Between July 18, 1768, and December 7, 1772, Inglis survived two harrowing transatlantic crossings, rummaged hundreds of colonial vessels searching for smuggled cargo, took part in several firefights with angry colonial merchants and managed to keep *Sultana* sailing despite a high desertion rate among his crew.

During the American Revolution Inglis took command of *HMS Senegal*. He was captured by a superior French fleet south of Long Island and saw no more action during the conflict. Inglis spent the remainder of his career in the Royal Navy, rising to the rank of Vice Admiral of the Blue in 1805. Two years later he died at his family estate in Scotland. Though a native-born American, John Inglis was an avid Loyalist and never returned to America after the Revolution.



A painting of John Inglis in his later years. Born in Philadelphia, Inglis took command of Sultana as a Lieutenant at the age of 26. Eventually he would rise through the ranks of the Royal Navy, becoming a Vice Admiral by the time of his retirement. The single star on his shoulder indicates that Inglis held the rank of Rear Admiral at the time of this portrait. The medal on his left lapel is likely an award for services rendered during the battle of Camperdown. Painting reproduced from the book, The Family of Inglis of Auchindinny and Redhall, John Alexander Inglis, T & A Constable, 1914.

THE CREW AND THEIR ROLES - 1768



LIEUTENANT: *Sultana's* commanding officer, or captain, held the rank of Lieutenant and was the only commissioned officer on the vessel. The rank of Lieutenant was the junior-most of all the commissioned officers in the Royal Navy and Lieutenants only served as commanders on small vessels like *Sultana*.

MASTER: The Master was the only warrant officer on *Sultana* and was second-in-command. The Master was responsible for navigating the vessel and plotting its daily course.

SURGEON'S MATE: *Sultana* was not large enough to merit a full Surgeon; instead, her men were forced to look to a junior level Surgeon's Mate for the treatment of their wounds and illnesses.

BOATSWAIN'S MATE: *Sultana's* Boatswain's Mates, of which there were often two, were responsible for operating and maintaining the rig of the vessel, her anchors and all of her cordage.

GUNNER'S MATE: The Gunner's Mate oversaw the care and operation of *Sultana's* eight half-pound swivel guns, as well as all of the muskets, pistols and gunpowder on board.

CARPENTER'S MATE: The Carpenter's Mate maintained and repaired *Sultana's* hull, decks, masts and spars.

ABLE-BODIED SEAMAN (AB): Most of *Sultana's* crew held the rank of Able-Bodied Seaman and worked under the direction of the officers and mates. These sailors were almost exclusively poor and illiterate men who risked their lives regularly as part of their daily duties.

CONSOLIDATED MUSTER BOOK, 1768-1772

A RECORD OF CREW WHO SERVED ON *SULTANA* IN ORDER OF APPEARANCE

Sultana set sail for North America on August 28, 1768, with a full complement of twenty-five crew. As crew members departed and new crew members were enlisted or "pressed" into service the event was recorded in the muster books maintained by Lieutenant John Inglis and Master David Bruce. All told, more than 100 sailors served on *Sultana* during her four-year tour of duty on the North American station, indicating a crew turnover rate of 100% per year! The following pages list all of the crew who served on *HMS Sultana*.

KEY TO DISCHARGE ABBREVIATIONS (UNDER DATES SERVED):

PO = paid off at the end of tour of duty **D** = discharged
R = ran (deserted) **DD** = discharged dead

<u>Name (Age)</u>	<u>Birthplace</u>	<u>Rank</u>	<u>Dates Served</u>
<i>John Inglis</i> (26)	Philadelphia, PA	Lieutenant	7/68-12/72(PO)
<i>Christopher Curtis</i> (NA)	Not known	Lieut.'s Servant	7/68-8/72 (PO)
<i>Edward Cunningham</i> (16)	Cork, Ireland	AB (able-bodied seaman)	7/68-11/68 (R)
<i>John Smith</i> (27)	Hansbro, England	Gunner's Mate	7/68-8/70 (DD)
<i>David Bruce</i> (NA)	Not known	Master	7/68-12/72 (PO)
<i>Robert Marshall</i> (21)	Kinsail, Ireland	AB	7/68-8/68 (R)
<i>James Clark</i> (17)	Exeter, Devons	AB	6/68-9/70 (D)
<i>John Deal</i> (20)	Oxfordshire, England	AB	7/68-6/69 (D)
<i>Thomas Ritchie</i> (37)	Edinburgh, Scotland	AB	7/68-11/71 (D)
<i>William Edgson</i> (22)	Westbridge, England	AB	7/68-8/68 (R)
<i>George Mentz</i> (22)	Deptford, England	Carpenter's Mate	7/68-7/69 (R)
<i>Joshua Lowe</i> (31)	Boston, MA	Bosun's Mate	7/68-5/69 (D)
<i>John Oliver</i> (31)	Kent, England	AB	7/68-7/68 (R)
<i>William Chapman</i> (40)	Kent, England	AB	7/68-4/69 (R)
<i>John Huxley</i> (32)	Chester, England	Surgeon's Mate	7/68-2/69 (DD)
<i>Charles Clayton</i> (27)	London, England	AB	7/68-4/69 (R)
<i>Alexander Moffet</i> (27)	Linton, Scotland	AB	7/68-4/69 (R)
<i>Peter Nichollson</i> (32)	Norway	AB	7/68-4/69 (R)

Name (Age)	Birthplace	Rank	Dates Served
Benjamin Lester (25)	New London, CT	AB	7/68-12/68 (R)
Charles Campbell (28)	Lancaster, England	AB	7/68-9/68 (R)
William Dearl (30)	Kent, England	Clerk	7/68-12/72 (PO)
Thomas Clark (32)	Dublin, Ireland	Bosun's Mate	7/68-4/69 (R)
Thomas Hopkins (18)	London, England	AB	7/68-4/69 (R)
Thomas Atkinson (24)	London, England	AB	7/68-8/68 (R)
James Sutherland (19)	Dornock, Scotland	Midshipman	8/68-8/69 (D)
Peter Roach (36)	Waterford, Ireland	AB	8/68-8/68 (R)
John Jurd (20)	London, England	AB	8/68-9/72 (D)
Thomas Parker (24)	Sussex, England	AB	8/68-9/69 (D)
John Mudge (22)	Bermuda	AB	8/68-11/68 (R)
Abram Lock (27)	Rhode Island	AB	9/68-11/68 (R)
Thomas Caton (23)	Cork, Ireland	AB	11/68-3/69 (R)
Timothy Hurley (23)	Cork, Ireland	AB	11/68-6/69 (R)
Edward Brennon (28)	Yorkshire, England	AB	11/68-7/69 (D)
Charles Grant (24)	Guinea	AB	12/68-9/72 (D)
John Phillips (27)	Aberdeen, Scotland	Carpenter's Mate	3/69-2/71 (D)
John Haliburton (30)	Edinburgh, Scotland	Surgeon's Mate	3/69-12/72 (PO)
John Crowcher (22)	Deptford, England	Bosun's Mate	4/69-5/69 (R)
James Gaggy (27)	Waterford, Ireland	AB	4/69-6/69 (R)
Prince Gould (45)	Rhode Island	AB	4/69-11/69 (D)
John Jones (18)	Kent, England	AB	4/69-7/69 (R)
James Furnas (19)	Whitehaven, England	AB	4/69-6/69 (R)
John Martin (19)	London, England	AB	4/69-7/69 (R)
John Fitzgerald (26)	Limerick, Ireland	AB	5/69-4/70 (DD)
Thomas Nichollson (28)	Dunfree, Scotland	Gunner's Mate	6/69-12/72 (PO)
George Craighill (31)	Carlisle, England	Bosun's Mate	6/69-11/69 (R)
James Brown (22)	Enfield, England	AB	6/69-4/70 (R)
John Wilts (22)	Philadelphia, PA	AB	6/69-2/70 (R)
James Wilson (20)	New York, NY	AB	6/69-12/70 (R)
John Tomlins (28)	London, England	AB	7/69-11/69 (R)
Chris Hill (23)	Cape Henlopen, DE	AB	7/69-11/69 (R)
Abram Lee (38)	London, England	Bosun's Mate	7/69-4/71 (D)
Daniel Clark (26)	Scotland	AB	7/69-12/69 (DD)
William Piddle (20)	Plymouth, England	Midshipman	9/69-12/72 (PO)
William Brian (28)	Kinsail, Ireland	AB	11/69-9/70 (D)
Henry Roach (26)	Kinsail, Ireland	AB	11/69-12/72 (PO)
John Mitchell (19)	Scotland	AB	11/69-4/70 (R)
Michael Sullivan (23)	Kerry, Ireland	Bosun's Mate	11/69-12/70 (R)
Thomas Willmoth (24)	London, England	AB	12/69-4/70 (R)
Charles Rose (21)	Bristol, England	AB	2/70-5/70 (D)

Name (Age)	Birthplace	Rank	Dates Served
James Gore (21)	Lancashire, England	AB	4/70-12/70 (R)
Thomas Roberts (23)	Wales	Bosun's Mate	4/70-12/72(PO)
Ralph Jennison (25)	Portsmouth, England	Carpenter's Mate	5/70-12/72(PO)
Walter Willett (21)	London, England	AB	5/70-11/70 (R)
Benjamin Bennett (19)	Cornwall, England	AB	5/70-8/70 (R)
Andrew McKenzie (25)	Philadelphia, PA	AB	9/70-11/71 (R)
George Inglis (17)	Philadelphia, PA	AB	9/70-9/72 (D)
John McNamara (17)	Halifax, Nova Scotia	AB	9/70-12/72 (PO)
John Cooper (25)	Redding, England	AB	9/70-9/71 (R)
James Fuller (30)	Philadelphia, PA	AB	9/70-7/72 (R)
John Brenson (19)	Rhode Island	AB	11/70-12/71 (DD)
William Pitt (20)	Waterford, Ireland	AB	12/70-4/71 (R)
John Brown (30)	Prussia	AB	12/70-4/71 (R)
Robert Whaley (25)	Lancashire, England	AB	12/70-9/72 (R)
John Willson (20)	Antrim, Ireland	AB	2/71-6/71 (R)
Abram Jenkins (23)	Milford, Wales	AB	4/71-8/71 (R)
William Laws (28)	Nantucket, MA	AB	4/71-9/71 (R)
Walter Burrell (21)	Philadelphia, PA	AB	4/71-7/71 (R)
Robert Beck (14)	New York, NY	AB	6/71-12/72 (PO)
Henry Black (37)	Scotland	AB	7/71-5/72 (DD)
Michael Poor (30)	Waterford, Ireland	AB	8/71-1/72 (R)
John Ross (26)	Scotland	AB	10/71-4/72 (R)
John Kennedy (23)	Philadelphia, PA	AB	10/71-5/72 (R)
Andrew Mears (43)	Donegal, Ireland	AB	11/71-12/72 (PO)
Benjamin Campbell (28)	Dover, Delaware	AB	12/71-5/72 (R)
George Richards (27)	Philadelphia, PA	AB	12/71-4/72 (R)
Nicholas Patterson (40)	Sweden	AB	1/72-12/72 (PO)
Robert Luxom (29)	Biðdeford, England	AB	4/72-6/72 (R)
Daniel Callahan (24)	New York, NY	AB	4/72-8/72 (R)
Charles Anderson (21)	Blandford, England	AB	5/72-7/72 (R)
John Bloom (30)	Yorkshire, England	AB	5/72-7/72 (R)
George Davis (24)	Kent, England	AB	5/72-9/72 (R)
Andrew Murphy (20)	Cork, Ireland	AB	7/72-9/72 (R)
William Warnor (24)	Plymouth, England	AB	7/72-8/72 (R)
Thomas Benan (29)	Milford, Wales	AB	7/72-8/72 (R)
James Renshaw (23)	Sweden	AB	7/72-9/72 (R)
John Ellery (18)	Cornwall, England	AB	8/72-12/72 (PO)
John Wade (N.A)	not known	Lieut.'s Servant	7/72-12/72 (PO)
Thomas Cotton (20)	Yarmouth, England	AB	7/72-12/72 (PO)
William Helm (26)	England	AB	7/72-12/72 (PO)

A SELF-GUIDED TOUR - WEATHER DECKS



Note - Please begin your tour from the bow (front) of the vessel and work your way aft (toward the back). Thank you.

THE FORE DECK AND ITS FEATURES: *Sultana's* forwardmost deck, the fore deck, includes the area of the deck from the bow back to the schooner's red, octagonal windlass.

The Anchors: *Sultana* carries two traditional admiralty anchors, similar to those on the original vessel. The larger of the anchors is known as the "best bower," the smaller as the "kedge."

The Riding Bitts: Located directly forward of the foremast, the riding bitts are used to secure docklines and anchor lines.

The Chimney: The black, metal box directly behind the fore mast is the external portion of *Sultana's* historic galley stove.

THE MAIN DECK AND ITS FEATURES: Traditionally the busiest deck of the vessel, the main deck, also known as the waist, is the area of the vessel from the red, octagonal windlass, back to the schooner's main mast.

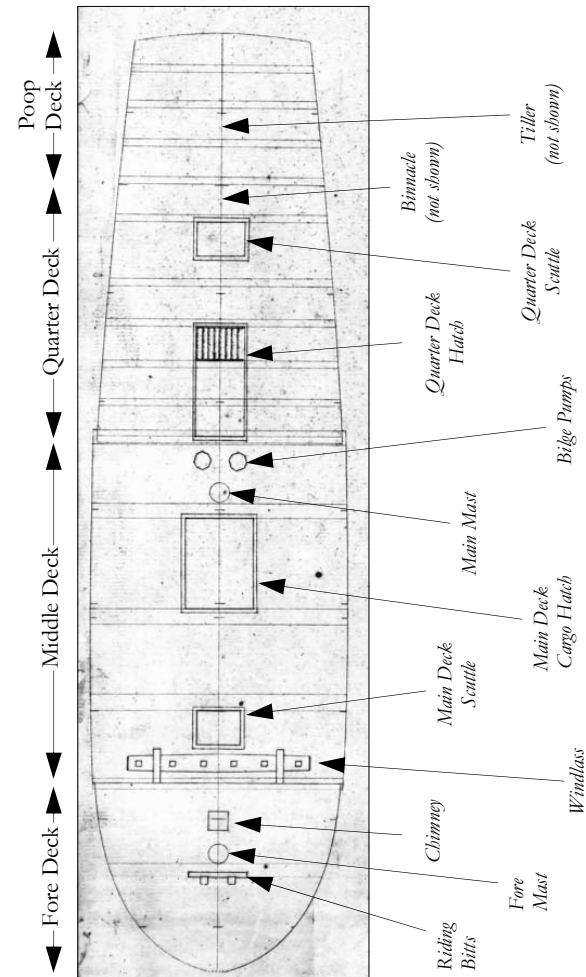
The Windlass: One of *Sultana's* most important pieces of equipment, the windlass is used to help raise *Sultana's* heavy anchors. The anchor cable is wrapped around the barrel of the windlass and wooden heavers are placed in the numerous square holes to spin the barrel and raise the anchors.

Hatches: The main deck features two hatches: the large cargo hatch toward the back, and the smaller deck scuttle behind the windlass.

The Hammock Racks: Located on either side of the main deck, the hammock racks were traditionally used to store and dry clothing and bedding. They are now used to store lifejackets.

WEATHER DECK DELINEATIONS AND FEATURES

OVERLAY ON ORIGINAL SULTANA DECK PLAN, DRAWN JUNE 21, 1768



THE QUARTER & POOP DECKS AND THEIR FEATURES: The third of *Sultana's* four decks is the quarter deck. It runs from just aft of the main mast all the way back to the front of the small poop deck, the aftermost deck on the vessel. Traditionally, the quarter deck was reserved for the schooner's officers, though on a vessel as small as *Sultana* this distinction was not as pronounced as on larger vessels. The poop deck features the schooner's seven-foot tiller and is reserved exclusively for steering.

The Life Floats: Housed under a canvas cover at the front of the quarter deck, *Sultana* carries four modern life floats, each capable of supporting ten people in the event that the vessel must be abandoned.

The Hatches: The quarter deck features two hatches. The main quarter deck hatch is equipped with a companionway (ladder) leading below decks. The after deck scuttle provides light into the Lieutenant's cabin.

The Binnacle: The binnacle is the red chest located on the after part of the quarter deck. It historically housed *Sultana's* compass and several lanterns. Today, the binnacle holds the compass as well as electronics, navigation equipment and the vessel's engine controls.

The Swivel Guns: Historically, *Sultana* was armed with eight half-pound swivel guns, or small cannon, mounted on posts on the quarter and fore decks. Loaded with one-half pound of grape shot, these guns were used as anti-personnel weapons. Due to their effectiveness they were often called "murder guns." Today, *Sultana* has four swivel guns, all fully operational weapons cast from an original Royal Navy mould.

The Tiller: *Sultana* is steered using a simple tiller attached directly to the schooner's rudder. Steering wheels were rarely used on vessels as small as *Sultana*. *Sultana's* tiller measures nearly seven feet in length and is controlled with the use of tiller tackle. These lines and blocks leading from the tiller to either side of the vessel are necessary to help control the tiller in high winds and seas.



Looking aft from Sultana's fore deck, these students in the foreground are working Sultana's windlass on the middle deck. Just aft of the students the rise of the quarter deck is clearly visible. The students most distant are standing on the poop deck while they work Sultana's tiller. Photo by Roland Fornoff

THE SURGEON'S AND MASTER'S CABINS: Other than the Lieutenant, the only individuals who enjoyed the luxury of a private cabin were the Master and the Surgeon. Their cabins, located on either side of the aft companionway, were just large enough to contain a single bunk. The Surgeon's Cabin has been reproduced much as it would have appeared in 1768. The Master's Cabin has been converted to serve as the schooner's head or bathroom (*a feature not found on the 1768 Sultana*).

OFFICERS' STORAGE AREA (ENGINE ROOM): Located directly below the Lieutenant's, Master's and Surgeon's cabins is an area that was historically used to store the officers' food and personal effects. Today this space houses *Sultana's* engine, fuel and holding tanks.

THE MAIN HOLD AND MENS' CABINS: *Sultana's* able-bodied seamen and lesser officers, numbering at times up to twenty-three people, lived in the vessel's main hold. While today the bulk of the main hold is empty, historically it would have been filled six to seven feet high with provisions and supplies, leaving only a crawl space for the crew's living quarters. The crew slept in the Mens' Cabins, the small, fully enclosed bunks that can be seen underneath the deck on either side of the main hold. Each of the Mens' Cabins would have been used by two crew members sleeping on alternating watches.

THE GALLEY AND GALLEY STOVE: Forward of the Main Hold is the schooner's Galley. The Galley's most prominent feature is a large brick and iron stove which historically would have been used for heat and cooking. Meals consisted mostly of salted and dried meat, dried peas, hard tack, cheese and butter. The food was often palatable only after prolonged boiling. The Galley Stove is an extremely accurate reproduction of the original and is still used regularly by *Sultana's* modern crew for heat. Traditionally there were Mens' Cabins on either side of the stove. Today this space has been converted to house a modern galley, including a refrigerator, sink and gas stove.



Above - *Looking aft from the Galley Stove into the Main Hold. The Mens' Bunks are visible on either side hanging beneath the deck. The base of the main mast is visible in the center, directly behind the slanting main deck companionway.*

Below - *Looking forward in the Lieutenant's cabin, on the left is the Lieutenant's bunk, to the center is a passageway leading forward to the Main Hold and to the right is the Lieutenant's desk and the entrance to the Bread Room. Photos by Michael Wootton*

SULTANA'S SCHOONER RIG



WHAT IS A SCHOONER? A schooner is defined as a sailing vessel having two or more masts where each mast is at least as high as the one forward of it. By definition a schooner must employ fore and aft sails as its principal driving sails. The term “fore and aft” refers to sails that are parallel to the centerline of the vessel. This is in contrast to square sails, which are oriented perpendicularly to the center line of the vessel.

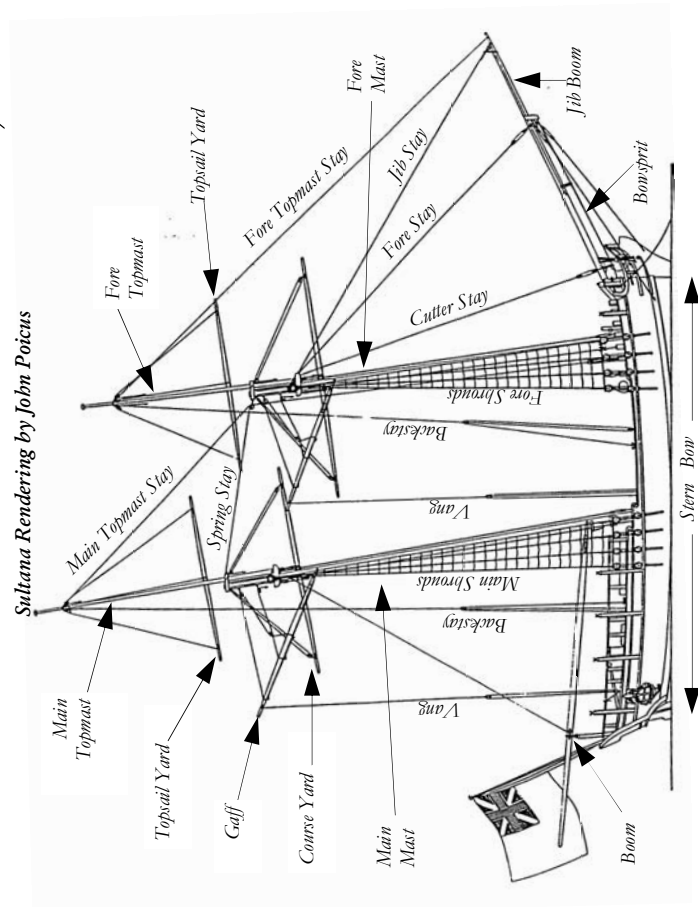
THE ADVANTAGE OF THE SCHOONER RIG: In 1767 the schooner was a reasonably new type of rig, having been used widely for only twenty to thirty years. Schooners had several important advantages over the square rigged ships that preceded them. The schooner rig was simpler, required fewer crew members and was thus more economical to operate. Equally as important, the schooner rig, with its fore and aft sails, could sail significantly closer to the wind than could square rigged vessels. Employing fore and aft sails, schooners could make slow but steady progress towards the direction of the wind. This advancement greatly enhanced the vessel's flexibility and usefulness.

SULTANA'S 1767 MERCHANTMAN RIG: *Sultana* was originally built as a coastal merchant ship with a simple rig of five sails. No topmasts and only one yard were present on the vessel's original rig. With this configuration the original merchant *Sultana* could have been handled by a crew of as few as five men.

SULTANA'S 1768 ROYAL NAVY RIG: In order to increase *Sultana's* speed the Royal Navy's shipwrights greatly expanded the schooner's existing rig when *Sultana* became a warship in 1768. The Royal Navy added two top masts and rigged the vessel to carry up to 14 separate sails. These were important additions that helped make *Sultana* faster and more maneuverable than the American merchant ships she was chasing.

H.M.S SULTANA'S SPARS AND RIGGING - 1768

Sultana Rendering by John Poicus



SULTANA'S CONSTRUCTION AND LAUNCH



The keel for the schooner *Sultana* was laid on October 25, 1998, in Chestertown, Maryland. The schooner was built under the direction of Master Shipwright John Swain, a crew of four professional shipwrights and more than 100 dedicated volunteers. School students from Maryland's Eastern Shore played a central role in *Sultana's* construction. More than 2,500 students visited the Sultana Shipyard, both to learn and lend a hand.

Sultana was built using a combination of traditional and modern tools and techniques. With very few exceptions *Sultana's* reproduction is true to the specifications of the original vessel. The most notable changes to the new *Sultana* are the addition of an engine, a modern bathroom and galley, modern electronics and navigation equipment and synthetic rigging materials.

After two-and-a-half years of construction, *Sultana* was hauled through the streets of Chestertown on March 23, 2001, and launched the following day with the assistance of the United States Army Reserve's 949th Transportation Company based in Baltimore, Maryland. With more than 10,000 spectators looking on, the 949th employed the military's largest floating crane, the barge derrick *Keystone State*, to lift *Sultana* and place her into the waters of the Chester River.

Two additional months of construction and rigging followed before the schooner's commissioning on July 4, 2001.



Above - *Sultana* pictured early on in the framing process. The schooner's hull is composed of thirty-nine Osage orange hull frames.

Below - *Sultana* shown on March 24, 2001, being hoisted from the foot of High Street in Chestertown en route to the Chester River. Photos by Lucian Niemeyer



The Schooner Sultana, a Chesapeake Bay Gateway, is one of your entry points to enjoy and learn about the places and stories of the Chesapeake and its watershed. The 64,000 square mile Bay watershed is a complex ecosystem. Home to over 15 million people, it has supported human occupation for 13,000 years. The Bay's natural abundance has fed multitudes, fueled rich economies and nurtured diverse cultures. Explore this and other places in the Gateways Network to experience the Bay's stories, spirit and mystery. Learn about the Chesapeake Bay restoration effort and how you can contribute. Our well-being and the Bay's health are interdependent.

Visit www.baygateways.net for more information.

JOIN THE SULTANA FAMILY BECOME A MEMBER OF SHIPMATES



Sultana relies on the support more than 1,000 members to help fulfill its mission of education and stewardship. SHIPMATES, as *Sultana's* members are known, play an active and critical role in the life of the schooner. Many SHIPMATES members volunteer, both aboard the schooner and in *Sultana's* offices. All SHIPMATES members share a dedication to helping preserve the Chesapeake's incredible natural and historic legacies.

SHIPMATES membership benefits include:

- *Advance notice of all Sultana public sails*
- *Public sail and merchandise discounts*
- *Sultana's quarterly newsletter, SHIPMATES*
- *Sultana window sticker*
- *Invitations to Sultana special events*

Please consider becoming a member of SHIPMATES and help support educational programs for 5,000 students each year. A membership form can be found on the following page.

HELP KEEP SULTANA SAILING - BECOME A MEMBER OF SHIPMATES !

Please check one of the following shipmates membership levels:

- Steward \$20 Seaman \$35 Boatswain \$50 Midshipman \$100
- Master \$250 Lieutenant \$500 Captain's Table \$1000

For a listing of SHIPMATES Membership Benefits, visit www.schoonersultana.com

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Check enclosed, or Please bill my Credit Card in the amount of \$ _____

Credit Card Number: _____ - _____ - _____ - _____

Expiration Date ____ / ____ Card Type (circle one): VISA, MC, DISCOVER

Signature for Credit Card _____

Please make checks payable to Sultana Projects, Inc.

Detach and send with payment to

Sultana Projects, Inc., P.O. Box 524, Chestertown, MD 21620

Sultana Projects, Inc. is a not-profit, 501(c)(3) organization. Donations are tax deductible to the full extent of the law.