

No. 1529 Survey held at Leamington Date February 2nd & 15th 1893  
on the Ship "Inconstant" Master Patrick Culliton  
Tonnage Old Built at Portsmouth When built 1836 Launched  
By whom built New 1196.50 Owners Messrs G. & P. Scott  
Port belonging to Cork Destined Voyage Bombay  
If Surveyed while Building, Afloat, or in Dry Dock Dry Dock and Afloat

Length aloft			Extreme Breadth Outside			Depth of Hold			Thickness of Plank		
Feet.			Feet.			Feet.			Feet.		
170			45			27			3		
Inches.			Inches.			Inches.			Inches.		
Sided.			Sided.			Sided.			Sided.		
Moulded.			Moulded.			Moulded.			Moulded.		
Middle.			Middle.			Middle.			Middle.		
Ends.			Ends.			Ends.			Ends.		
Required per Rule.			Required per Rule.			Required per Rule.			Required per Rule.		
In Ship.			In Ship.			In Ship.			In Ship.		
Per Rule.			Per Rule.			Per Rule.			Per Rule.		
Outside.			Outside.			Outside.			Outside.		
In Ship.			In Ship.			In Ship.			In Ship.		
Per Rule.			Per Rule.			Per Rule.			Per Rule.		
Inside.			Inside.			Inside.			Inside.		
In Ship.			In Ship.			In Ship.			In Ship.		
Per Rule.			Per Rule.			Per Rule.			Per Rule.		
Scantlings of Timber.			Scantlings of Timber.			Scantlings of Timber.			Scantlings of Timber.		
Timber and Space			Timber and Space			Timber and Space			Timber and Space		
Floors 12 and 14 average all solid			Floors 12 and 14 average all solid			Floors 12 and 14 average all solid			Floors 12 and 14 average all solid		
1st Foothooks			1st Foothooks			1st Foothooks			1st Foothooks		
2nd Ditto			2nd Ditto			2nd Ditto			2nd Ditto		
3rd Ditto			3rd Ditto			3rd Ditto			3rd Ditto		
Top Timbers			Top Timbers			Top Timbers			Top Timbers		
Deck N° 32 Average Space 3' 4" 1/2			Deck N° 32 Average Space 3' 4" 1/2			Deck N° 32 Average Space 3' 4" 1/2			Deck N° 32 Average Space 3' 4" 1/2		
Beams			Beams			Beams			Beams		
Deck Beams, length amidships			Deck Beams, length amidships			Deck Beams, length amidships			Deck Beams, length amidships		
Hold N° 30 Average Space 3' 4" 1/2			Hold N° 30 Average Space 3' 4" 1/2			Hold N° 30 Average Space 3' 4" 1/2			Hold N° 30 Average Space 3' 4" 1/2		
Beams			Beams			Beams			Beams		
Hold Beams, length amidships			Hold Beams, length amidships			Hold Beams, length amidships			Hold Beams, length amidships		
Keel below garboard strakes			Keel below garboard strakes			Keel below garboard strakes			Keel below garboard strakes		
Scarp of Ditto			Scarp of Ditto			Scarp of Ditto			Scarp of Ditto		
Keelsons			Keelsons			Keelsons			Keelsons		
Scarp of Ditto			Scarp of Ditto			Scarp of Ditto			Scarp of Ditto		
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.			Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.			Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.			Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.		
Heel-Knee, & Deadwood abaft			Heel-Knee, & Deadwood abaft			Heel-Knee, & Deadwood abaft			Heel-Knee, & Deadwood abaft		
Scarp of Keel, N° 14			Scarp of Keel, N° 14			Scarp of Keel, N° 14			Scarp of Keel, N° 14		
Keelson Bolts through Keel at each Floor			Keelson Bolts through Keel at each Floor			Keelson Bolts through Keel at each Floor			Keelson Bolts through Keel at each Floor		
Bolts thro' Heels of Timbers against Deadwood			Bolts thro' Heels of Timbers against Deadwood			Bolts thro' Heels of Timbers against Deadwood			Bolts thro' Heels of Timbers against Deadwood		
Transoms and throats of Hooks			Transoms and throats of Hooks			Transoms and throats of Hooks			Transoms and throats of Hooks		
Arms of Hooks			Arms of Hooks			Arms of Hooks			Arms of Hooks		
Thro' Bilge & Limber Strakes			Thro' Bilge & Limber Strakes			Thro' Bilge & Limber Strakes			Thro' Bilge & Limber Strakes		
Thickstuff over Double Floors			Thickstuff over Double Floors			Thickstuff over Double Floors			Thickstuff over Double Floors		
Butt End Bolts			Butt End Bolts			Butt End Bolts			Butt End Bolts		
Pintles of the Rudder			Pintles of the Rudder			Pintles of the Rudder			Pintles of the Rudder		
Hold Beam			Hold Beam			Hold Beam			Hold Beam		
Bolts in			Bolts in			Bolts in			Bolts in		
Waterway			Waterway			Waterway			Waterway		
Knees			Knees			Knees			Knees		
Shelf or Clamp			Shelf or Clamp			Shelf or Clamp			Shelf or Clamp		
Deck Beam			Deck Beam			Deck Beam			Deck Beam		
Bolts in			Bolts in			Bolts in			Bolts in		
Waterway			Waterway			Waterway			Waterway		
Knees			Knees			Knees			Knees		
Shelf or Clamp			Shelf or Clamp			Shelf or Clamp			Shelf or Clamp		
Nails or Bolts in Flat of Deck			Nails or Bolts in Flat of Deck			Nails or Bolts in Flat of Deck			Nails or Bolts in Flat of Deck		
Treenails			Treenails			Treenails			Treenails		
Inches			Inches			Inches			Inches		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is Eight Inches. The Space between the Top-Timbers is Seven Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than not seen N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not seen

The Frame is not seen squared from the First Foothook Heads upwards, and not seen free from sap, and from thence downwards, the frame is well squared when seen

The not seen Frames are all bolted together to the Gunwale, when seen N. B. If not, state how bolted.

The Butts of the Timbers are not seen close together; their thickness not less than not seen of the entire moulding at that place, when seen

The Frame is cross choiced with a Butt at each end of the choick The Main piece of Rudder is not seen of Windlass is Patrick Culliton

The Keel is African Oak The Main Keelson is African Oak & Span Chestnut and not seen free from all defects.

The Stem, and Stern Post of English & African Oak The Transoms, Knight Heads, Hawse Timbers,

and Aprons of English & African Oak Deadwood, of Oak & Span Chestnut and are not seen free from all defects.

The Deck and Hold Beams of African Oak & Red Pine The Breasthooks of Oak & Span The Knees of Span

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is African Oak

From the above named Height to the Light Water Mark African Oak & Red Pine

From the Light Water Mark to the Wales, African & English Oak

The Wales and Black-strakes are English & African Oak The Topsides & Sheer-strakes English & African Oak

The Spirketting and Plank-sheers English & African Oak The Water-ways { Upper Deck English Oak

The Decks Red Pine & English Oak Lower Deck Eng & African Oak

The Shifts of the Planking are not less than 5 to 7 Feet not seen 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 3/4" Strakes between, and without step-butting

**Planking Inside.**—The Limber-strakes and Bilge-strakes are African Oak

The Ceiling, Lower Hold, and between Decks African Oak Shelf Pieces and Clamps African Oak

**Fastenings.**—To Hold Beams are dovetailed to waterways, dovetailed to shelves, stoppings bolted, with a

hanging Span Piece under every beam, all copper bolted both Middle & Lower deck, and there are

on pair of iron traps to be found wrought diagonally from Limber Strakes to lower deck clamp & eight pairs of all

Deck Beams are dovetailed to waterways, dovetailed to shelves, with an iron hanging piece under

every beam

Number of Breasthooks Span & Wood Pointers not seen Crutches Span & Oak

Butt End Bolts are of Copper in the Bottom: Two Bolts in each Butt End not seen through and clenched.

Bilge and Limber Strakes Copper bolted through and clenched. Treenails of English Oak How Made Engine Turned

Thickstuff over Double Floors Copper bolted through and clenched. General Quality of Workmanship is very good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature not seen Surveyor's Signature not seen

George Wright CRK73-0228



Her Masts, Yards, &c. are *new, 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> .	Weight.	Certification
2	Fore Sails,	Chain, <i>Naval Storehouse</i>	150	1 1/8		<i>Below Anchors attested at</i>	1.	46.3.20	<i>33.18.0</i>
3	Fore Top Sails,	<i>from His Majesty's dockyard</i>	150	1 1/8		<i>Mussey Dock, Haslem Road</i>	2.	45.1.4	<i>32.14.0</i>
2	Fore Topmast Stay Sails,	Hempen Stream Cable .....				<i>Bowen, as per Lloyd's Standard</i>	3.	39.0.8	<i>29.6.0</i>
1	Main Sails,	Hawser .....	90	9 1/2		<i>Certificates of 14 July 1853</i>	1	14.1.25	
3	Main Top Sails,	Towlines .....	90	7 1/2		<i>no Spare Anchor Stock</i>	2	3.2.10	
2	<i>Main Top Sails with small</i>	Warp .....	90	5 1/2		<i>Stream, no Certificate</i>	1	7.1.26	
2	<i>and all of best quality</i>	All of <i>good</i> quality.				<i>Kedge, no Certificate</i>	2	3.2.10	

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

She has *One 55, 7 1/2, 3 1/2* Long Boat *and 2 22, 6, 3 1/2, 2 3, 2 3, 2 3* The *Whale Boat*, each 28.0, 5.4, 2.2

The present state of the Windlass is *Patent* Capstans *good* Rudder *good* Pumps *2 Chain, and 2 Main good*

#### General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys  
held while building,  
as per. Section 35.

- 1st. When the Frame is completed
- 2nd. When the Beams are put in, &c.
- 3rd. { When completed, and before the plank be painted or payed }

*The entire of the Copper stripped off and the Bottom cleaned down, all the outside planking from the light water mark upwards including the plankishen and waterways dabbled & scraped bright, the timbers of the frames exposed to view, by the removal of planking equal to one strike fore and aft, on each side above the keels, a plank out of each bottom, and planking on each side in Ceiling (about 30 feet long above the floor heads in Midships, also two planks on each side in after run about 25 feet each, and four sets of listing pieces forward under and above lower decks, with a reasonable number of Treenails, all the beam ends of each deck were examined by boring, & found quite sound & good, Iron bolts driven out the knees of the upper deck on each side & found in good condition, also a Treenail driven out in every alternate frame or fourth timber, between the keels and plankishen, and one out of every alternate frame or fourth timber from the upper edge of the keels to light water mark, and found any good, the windlass to be new, Examined all the decks viz. Spar, Middle, and lower deck, with their respective cappings which are good, upper deck bottom (iron) and the outside planks through which they pass, tried the other deck beam both (Copper) and considered good, the plankishen, waterways, and beams, so far as they could be examined. House timbers, Knight head, breastshots, transoms, floors and Keelson, Keel, Rudder, and the planking outside and inside, with the Treenails the frame & inner surface of the outside planking, where they could be seen, and found good, the Keel straight, and the sheer & general form of the ship good, also tried the caulking and found it in good condition.*

*Repairs.* took out 9 planks of Ceiling aft and put in four new cant timbers & three choaks of English Oak, renewed upper judge of deadwood, & after length of Keelson with Spanish Chestnut batted with 1 1/4 lb metal, Stern post sharpened at head & inner part replaced with E Oak, batted with 1 1/4 lb metal bolts through 4 timbers, 9 planks of Ceiling renewed with E Oak 4 1/2 inches on Port Side & four planks on Star Side, also an additional Crutch of E Oak, & four Iron ones refitted, and new batted with 1 1/4 lb metal, In the Midship body replaced 32 feet of Ceiling in length & some planks 25 feet with Glyburn E Oak, cross batted to belge planks were refitted with E Oak, and through each alternate timber with 1 1/4 lb metal clinched, and Treenailed on each side, also 8 new cross choaks on each side E Oak, and shifted 12 pieces of diagonal Ceiling with 4 inch A to Oak, secured with 2 lb metal bolts through each clinched, besides Treenails on both sides, replaced three planks in topside on Port bow besides the strake taken out for examination of timbers (which with Treenails were sound & good) with 5 inch A to Oak and Red Pine, & through batted the bolts with 1 inch in them, on Port Strake doubled with 3 inch A to Oak & batted with Yellow Metal. Can't Wood from Keel to plankishen, waterways, &c. sheathed with 1/2 lb metal over Patent felt 26 feet aft 19 feet forward. All new Masts, Yards, Standing & Running Rigging (also Stays & Backstays of wire) all new Sails, Anchors, Cables, Trawls, Boats, &c.

Present condition of Caulking of Bottom, *good now done* Deck, *good* and Waterways *good now done*

If Sheathed, Doubled, Felted, or Coppered *Yellow Metal over Patent Felt* When last done *April 1863*

We are of opinion this Vessel should be Classed *in the second description of First class S.S. in Red being in a fit state & condition to carry any Her Majesty's cargo to or from all parts of the world.*

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

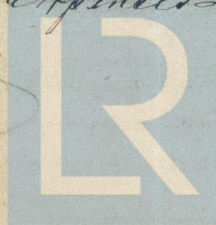
Special .....£ 4 : 4 : 0

Certificate .....£ 4 : 4 : 0

Committee's Minute *31<sup>st</sup> July 1863*

Character assigned *Tri Red*

*S. S. 43-4 Years*



Lloyd's Register  
Foundation