

No. 1198 Survey held at London Date Oct 7<sup>th</sup> 1835  
on the Ship Nellie Castle Master Petullo  
Tonnage 1418 Built at Northfleet When built 1818  
By whom built Pitches Owners Geo Head  
Port belonging to London Destined Voyage Madras Bengal & China  
If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

Scantlings of Timber.

	each	inches	Moulded	inches	inches	Ends
Timber and Space.....	15 3/4					
Floors.....	15					
1 <sup>st</sup> Foothooks.....	14					
2 <sup>nd</sup> Ditto.....	13					
3 <sup>rd</sup> Ditto.....	12 1/2					
Top Timbers.....	10 1/2			9		
Deck Beams.....	13			11 1/2		
Hold Beams.....	14 1/2			13		
Keel.....	16			16		
Kelsons.....	16			17 1/2		
<i>Lower Kelsons</i>	14			13		

Thickness of Plank.

Outside.	inches.	Inside.	inches.
Keel to Bilge.....	5 1/2	Foot Waling.....	4
Bilge Planks.....	4	Bilge Planks.....	6
Bilge to Wales.....	4	Ceiling in Flat.....	4
10 Wales.....	6	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	4	<i>Lower 3d Clamps</i> .....	5
2 Sheer Strakes.....	5	2 Deck Beam Ditto.....	4
Plank Sheers.....	5	Ceiling 'twixt Decks.....	3
Water-ways.....	5	Hold Beam Shelves.....	3
Upper Deck.....	3	Deck Beam ditto.....	3
<i>Gun Deck</i> .....	3	<i>Lower 2d Clamps</i> .....	5
<i>2<sup>nd</sup> Moulded</i> .....	3		
<i>Lower 1st Clamps</i> .....	3		

Size of Bolts in Fastenings.

Copper.	inches.	Copper.	inches.	Iron.	inches.
Heel-Knee, and Dead Wood abaft.....	1 1/2	Bolts thro' the Bilge and Foot Waling.....	1 1/2	Hold Beam <i>Lower 2d Clamps</i> .....	1 1/4
Scarphs of Keel.....	1 1/2	Butt End Bolts.....	1 1/2	Deck Beam.....	1
Floor Timber Bolts.....	1 1/2	Lower Pintle of the Rudder.....			
Kelson ditto.....	1 1/2				
Transoms and throats of Hooks.....	1 1/2				
Arms of Hooks.....	1 1/4			same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/4 Inches. The Space between the Top-timbers is 1 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are sound free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of Do

Her Shifts of the first and second Foothooks are not less than 6 ft 6 in N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 6 ft 6 in & upwards

The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is same

The alternate Frames are — bolted together. to the top height

The Butts of the Timbers are — close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is — chocked with 2 in Butt at each end of the chock. Do

The Main Kelson is composed of English & African Oak and the End Kelsons of English Oak

The Scarphs of the Kelsons are not less than 16 feet — inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Plum & Oak

From the first Foothook Heads to the Light Water Mark of Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of Do

The Topsides of Do

The Sheer-strakes of African Oak

The Gunwales of Do

Water-ways of English Oak

The Shifts of the Planking are not less than 6 Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought three between.

Planking Inside.—The Clamps are composed of English Oak

the Stringers of Do

The Bilge Planks of English Oak and the remainder of the Ceiling of Do

Fastenings.—To Hold Beams 1 1/2 in W.P.K. 10 & 11 ft Standard Gun Deck Beams 1 1/2 in W.P.K. 8 Standard

Deck Beams 1 1/2 in W.P.K. 1 1/2 in & 5 1/2 in 10 ft Standard

Number of Breasthooks 10 1/2 outside 3 Pointers each side 2 Crutches 3 ft 6 in

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling are 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 George Bayley



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

1890 *Lon*

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	420	Chain .....	2 1/2	5 Bower ✓
2	Fore Top Sails,	120	<del>Do Stream</del> Hempen Stream Cable .....	1 1/2	1 Stream,
2	Fore Topmast Stay Sails,	120	Hawser .....	10	3 Kedge ✓
2	Main Sails,	120	Towlines .....	8	All of proper weight.
2	Main Top Sails,	120	Warp .....	7	4 Rumps -
and well found in other sails			All of <i>good</i> quality.		

Her Standing and Running Rigging is *Acamp* sufficient in size and *good* in quality. *New Main Rig*

She has *One* Long Boat and *Cutter, 2 Pinnaces & Jolly Boats*

The present state of the Windlass is *in* Capstan *good* and Rudder *good*

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

*Is described and appears to have had in 1833 - new Topsides. Doubled from the Port till 16 Strakes down with African Oak, aloft and Dantzic Fir below, properly fastened through all - Hanging Stairs to every alternate upper Deck & Gun Deck Beam - Some additional bolts put through the Keelson amidships - 3 Pair of additional Iron Bittings forward and one Iron Ladder abaft. Nearly all new Upper Deck - New Planks here. & Deck fastenings.*

*At the present time - some plank of the Doubling shifted forward having been wormed - the Copper repaired & the Rudder examined. The Decks & Breathing work, about to be caulked*

*The hull is in good condition*

*This ship has wrinkled her copper considerably, apparently from some error in laying the Blocks in the Dock - The Transoms, Quarter blocks, Decks, knees & Deck fastenings, Planks here, Water ways - Green Painted Topsides are in good and efficient condition - She is built upon the New Londoners usual contract for ships of this Class, is thoroughly Copperfastened from the Mast to the Port till in line of Foremasts - Her appearance throughout is favorable to her <sup>is</sup> ~~ought~~ in my opinion fit for the conveyance of my <sup>Reasons</sup> ~~Whisket~~*

If Sheathed, Doubled, or Felted, *Doubled, P.W.S. Letter Coppered*

and Date when last done *1833*

And *Land* of opinion this Vessel should be Classed *F. 1*

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

Committee Minute *30 October 1835*

Character assigned *F. 1*



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