

No. 1697 Survey held at London
on the Ship Walmer Castle

Date March 30th 1836
Master Bourne

Tonnage 656 Built at London

When built launched 18th 1836

By whom built Green & Co

Owners Green & Co

Port belonging to London

Destined Voyage Bombay

If Surveyed Afloat or in Dry Dock During the Building
1835 Aug 4. 16. 20. - Sept 7. 1836 Dec. 0. 17. 22. 25.
1836 Feb 26. Apr 1. Aug 20. 21. 25. Sept 21. 23.
1836 Jan 3. 4. Feb 15. Mar 30.

Length aloft.....133 Feet. 13 Inches. Extreme Breadth32 Feet. 10 Inches. Depth of Hold15 Feet. 1 Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>15</u>		
Floors..... sided	<u>13</u>	<u>Moulded</u>	<u>14</u>
1 st Foothooks.....	<u>11 1/2</u>	<u>12</u>	
2 nd Ditto.....	<u>10 1/2</u>	<u>11</u>	
3 rd Ditto.....	<u>9 1/2</u>	<u>10</u>	
Top Timbers.....	<u>9</u>	<u>8 1/2</u>	
Deck Beams.....	<u>9</u>		<u>8</u>
Hold Beams.....	<u>12</u>		<u>12</u>
Keel.....	<u>14</u>		<u>13</u>
Kelsons.....	<u>16</u>		<u>16</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>4</u>	Foot Waling.....	<u>6</u>
Bilge Planks.....	<u>5</u>	Bilge Planks.....	<u>5 1/2</u>
Bilge to Wales.....	<u>4</u>	Ceiling in Flat.....	<u>3</u>
Wales.....	<u>6</u>	Ditto Bilge to Clamp.....	<u>3</u>
Topsides.....	<u>3</u>	Hold Beam Clamps.....	<u>2 1/2</u>
Sheer Strakes.....	<u>4</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks.....	<u>3</u>
Water-ways.....	<u>5</u>	Hold Beam Shelves.....	
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>7 1/2</u>
Lower Deck.....	<u>3</u>	Lower Deck planking.....	<u>3 1/2</u>

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1 1/4</u>				
Scarphs of Keel..... N ^o . <u>8</u>	<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>1 1/2</u>
Floor Timber Bolts.....		Butt End Bolts.....	<u>3/4</u>	Deck Beam.....	<u>1</u>
Kelson ditto.....	<u>1 1/4</u>	Lower Pintle of the Rudder.....	<u>3/4</u>		
Transoms and throats of Hooks.....	<u>1 1/4</u>			same in Iron above the Copper.....	
Arms of Hooks.....	<u>1 1/2</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 6-6 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

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

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 4 ft 6 inches N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 5 ft 6 in

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

The alternate Frames are bolts 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 choked with a Butt at each end of the chock.

The Main Kelson is composed of African Oak and the False Kelson of English Oak

The Scarphs of the Kelsons are not less than 5 feet inches bolted through every floor

The Deck and Hold Beams are composed of African and English Oak

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

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

From the Light Water Mark to the Wales of English and African Oak

The Wales and Black-strakes are of English and African Oak

The Topsides of English and African Oak

The Sheer-strakes of English and African Oak

The Gunwales of English and African Oak Water-ways of English and African Oak

The Shifts of the Planking are not less than 5 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. There are 5 or 6 Butts on each side wrought into between which could be avoided in changing from the English to the long Foreign Oak Planks The Planking is wrought Three between.

Planking Inside.—The Clamps are composed of English and African Oak the Stringers of All of English and African Oak

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

Fastenings.—To Hold Beams Ironbolts Hanging Kelson Deck Standard & 8 Pin & 10 Pin Standard

Deck Beams Iron Lug & Iron Hanging Kelson Shells

Number of Breasthooks 8 2 Pointers Quadrant 2 Crutches 2 Transoms Kelson

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



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

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SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	220	Chain	1 1/2	3	Bower ✓
2	Fore Top Sails,	50	Hempen Stream Cable	8	1	Stream,
2	Fore Topmast Stay Sails,	120	Hawser	7	2	Kedge ✓
2	Main Sails,	120	Towlines	5		All of proper weight.
2	Main Top Sails,		Warp			
and well found in the sails			All of <u>good</u> quality.			

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

She has One Long Boat and Two Quarter Boats

The present state of the Windlass is Capstan good and Rudder good Iron Pumps

General Remarks—Statement and Date of Repairs.

There are two through Chocks in this vessel one on the Starboard Quarter and one on the Starboard Bow. She has 5 pair of Riggers extending from the Lower Deck down so as to take two bolts below the Floorhead. The keelson of this vessel appears from my minutes to have been in its place on the 4th August 1834 & was of course prepared some time before that period. The shifts of her ~~deck~~ floor & first futtocks are about 2^{ins} less than prescribed by the Rules, when first framed she had a number of half chocks put in, which were subsequently removed and the frame regularly chocked. Some of the shifts of the Ceiling are under 5 feet in length. She is in my opinion well secured forward and aft and all the materials have been of good quality according to their respective kinds.

In my opinion the additional Iron Riggers should be deemed as equivalent to the various deficiencies which are above ~~mentioned~~ and she should be classed 12 A 1

June 14. 1836. This ship does not appear to have come under my notice since the date of this Survey in 1835 4/13

If Sheathed, Doubled, or Felted, Yellow Metal
and Date when last done March 1836

And I am of opinion this Vessel should be Classed 12 A 1 George Bayley
The Amount of the Fee.....£ 5 : 5 : - is received by me, HT

Committee Minute 4 Dec 1836

Character assigned A 1 per 12 Dec 1836

Miss Green He



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