

No. 2264 Survey held at Sunderland Date November 1842
on the Ship "Castle Eden" Master John Watson
Tonnage 760 950 Built at Sunderland When built 1842
By whom built John Watson Owners J. Somes
Port belonging to London Destined Voyage London
If Surveyed Afloat or in Dry Dock During the Building

Length aloft	130.6	Feet.	Inches.	142	6	Extreme Breadth	33	Feet.	Inches.	10	Depth of Hold	23	Feet.	Inches.	4
Scantlings of Timber.															
Timber and Space	each	15	Inches.	15	Moulded	15	13	Thickness of Plank.							
Floors	sided	15						Outside.				Inside.			
1 st Foothooks	"	13			12			Keel to Bilge	4			Foot Waling	4		
2 nd Ditto	"	11			11			Bilge Planks	5			Bilge Planks	5		
3 rd Ditto	"	11			9			Bilge to Wales	5.4			Ceiling in Flat	3.3		
Top Timbers	"	10.11			7			Wales	6			Ditto Bilge to Clamp	4.3		
Deck Beams	N ^o . of 26	10.11			11	7.5		Topsides	3.5			Hold Beam Clamps	2.6		
Hold Beams	N ^o . of 22	13.5			13.5	10.5		Sheer Strakes	4			Deck Beam Ditto	2.5		
Keel		14			11.5			Plank Sheers	4			Ceiling 'twixt Decks	3		
Kelsons		16			24			Water-Ways	9.5			Hold Beam Shelves	13.8		
								Upper Deck	3.5			Deck Beam Ditto	18.6		
												Lower Deck Spicketing	18.6		
Size of Bolts in Fastenings.															
Copper.								Iron.							
Heel-Knee, and Dead Wood abaft		1.4	1.5					Bolts thro' the Bilge and Foot Waling	7/8			Hold Beam	1.8	1	
Scarphs of Keel	N ^o . 10	1						Butt End Bolts	3/4			Deck Beam	1		
Floor Timber Bolts		1.5						Lower Pintle of the Rudder	3.5			same in Iron above the Copper			
Kelson ditto		1.5													
Transoms and throats of Hooks		1.8													
Arms of Hooks		1.8													

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 152 Inches. The Space between the Top-timbers is 3.4 Inches. The Stem, Stern Post, are composed of African Oak. The Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African Oak and are free from all defects. The Floors and first Foothooks are composed of Amer. & African Oak Timber. The other Foothooks and Top Timbers of English & African Oak. The Shifts of the first and second Foothooks are not less than 5.6 feet. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are very good. The Frame is very well squared from the first Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is very well squared. The alternate Frames are all bolted together to top height. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is cross choaked with no Butt at each end of the chock. The Main Kelson is composed of Amer. Oak and the False Kelson of Amer. Oak. The Scarphs of the Kelsons are not less than 10 feet 0 inches. The Deck and Hold Beams are composed of African Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. Oak. From the first Foothook Heads to the Light Water Mark of Amer. Oak. From the Light Water Mark to the Wales of Danz. & Amer. Oak. The Wales and Black-strakes are of African Oak. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of African Oak. The Water-ways of No. 1 Pine. The Decks of Yellow Pine. State of —. The Shifts of the Planking are not less than 5.6 Feet — Inches. 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 Three between

Planking Inside.—The Limber-strakes are composed of Amer. Oak. the Bilge Planks of Amer. Oak. The Ceiling, Lower Hold, of Amer. & Danz. Oak. Between Decks of Amer. & Danz. Oak. Shelf Pieces of African Oak. Clamps of African Oak.

Fastenings.—To Hold Beams Iron Staple Lodging Nails, paid on 6 in. piece dovetailed, Shelf on top, 19 pc. Iron Sp. Nails; and Span Hooks. Deck Beams Iron Staple Lodging Nails, paid on 6 in. piece, Iron Hang. Nails to each Beam, and 8 pc. Staple Standards. Number of Breasthooks for 1st & 2nd below deck. Pointers in pair; Iron hook on transom; Crutches one Iron and three Transoms in each side. Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is well 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 Thos. J. Simey



© 2021

Lloyd's Register
Foundation

in the lower hold stretching over to Bilge

1110-2727-0111

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	270	Chain	1 3/4	3	Bower,	32.7.7. 31.1.1. 30.0.27
2	Fore Top Sails,	90	Hempen Stream Cable	10	1	Stream,	9.0.20.
2	Fore Topmast Stay Sails,	80	Hawser	1	2	Kedge,	6.0.14. 3.0.12.
2	Main Sails,	95	Towlines	7 1/2			
2	Main Top Sails,		2 Warp <u>Sat. of 5 & 2. 95. of 6</u>				
and <u>sufficient other</u>			All of <u>good</u> quality.				

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

She has One Long Boat and two other Boats

The present state of the Windlass is good ~~Capstan~~ Winch and Rudder 2 Beams good & sufficient
with latent purchase

General Remarks—Statement and Date of Repairs.

Kidship Floors and fillings between are chiefly American oak, first Footboards are English and Hettin oak remainder of the frame of English & African oak, all of good quality and scantling, very well wrought, stepped and shifted, generally well squared and free of sap. Stem, Stem post, Scamrons, Aprons, Hawse timbers, Knight heads, Hooks, pointers &c are all sound & well squared, chocks good, well seated and scarfed - Cant timbers are Bolted together, well stepped and Bolted into dead woods -

Beams are all of good quality and scantling very well squared and free of sap, how Beams, sides &c are all of good size and well fayed

Planking inside and out is sound and good in quality, very well wrought and shifted throughout. Scenails are of English and French Oak well seasoned -

Upper & lower Deck Beams, Knees, Hooks, Shells sides &c are all apparently well Bolted & secured

Commenced Building in November 1841 Launched in October 1842

Surveyed on the $\frac{5}{4}$ $\frac{2}{5}$ $\frac{10}{5}$ $\frac{19}{5}$ $\frac{24}{6}$ $\frac{2}{7}$ $\frac{18}{7}$ $\frac{2}{8}$ $\frac{10}{8}$ $\frac{13}{10}$

This Ship is solid Floor'd fore & aft -

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 9 A 8

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

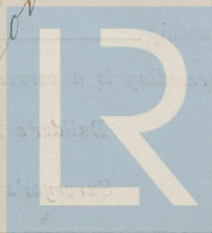
Special£ : :

Thos. B. Smiley

Special Survey Fee due £ 25
Wrote letter 2/12/42
Recd 26/10/46

Committee's Minute _____ 184 _____

Character assigned _____



© 2021

Lloyd's Register
Foundation