

No. 582 Survey held at Sunderland Date 17<sup>th</sup> May 1856  
on the Ship "Unwieldy Castle" Master Edward Light 382  
Tonnage Old 1157 Built at Sunderland When built 1856 Launched May 6<sup>th</sup>  
By whom built Mr Wm Pile Owners R. Green  
Port belonging to London Destined Voyage London  
If Surveyed while Building, Afloat, or in Dry Dock in building

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
195		-	-	35		4	-	22		6	-
SCANTLINGS OF TIMBER.				MOULDED				THICKNESS OF PLANK.			
		Inches.	Required as pr Rule	Inches. In Ship.	Inches. In Ship.	Required pr Rule	Required pr Rule	INCHES.		INCHES.	
		In Ship.		Middle.	Ends.	Middle.	Ends.	In Ship.	Required per Rule.	In Ship.	Required per Rule.
TIMBER AND SPACE		3 1/2	3 1/2	-	-	-	-	Outside.		Inside.	
Floors		15	14 5/8	15	13 1/2	14 5/8	13 3/8	Garboard Strakes .. 11x11		14x12	
1st Foothooks		13 1/2	13 3/8	13 1/2	13	13 3/8	-	Garboard to Bilge .. 4 1/2		6	
2nd Ditto		13	12 3/8	13	-	12 3/8	-	Bilge Planks ..... 5 1/2		4	
3rd Ditto		12 6 1/2	11 3/8	-	-	-	-	Bilge to Wales .... 4 1/2		4	
Top Timbers		11 1/2	10 1/2	-	7 1/2	-	7 1/4	Wales ..... 6		4 3/8	
Deck } N <sup>o</sup> 13		Average } 4 1/2		10 1/2	9 3/8	10 1/4	9 3/8	Topsides ..... 5		14 1/2	
Beams }		Space }		9 3/8	6 inches	9 3/8	9 3/8	Sheer Strakes ..... 4 3/4		14x12	
Deck Beams, length amidships		32	feet	6 inches	-	-	-	Plank Sheers ..... 4 5/8		13 5/8 x 1 1/2	
Hold } N <sup>o</sup> 31		Average } 1 1/2		13 3/8	13 5/8	13 3/8	12	Water-Upper Deck 12x12		Copper	
Beams }		Space }		13 3/8	12	13 5/8	11 1/2	Ways } Lower Deck 14x12		Inches	
Hold Beams, length amidships		32	feet	0 inches	-	-	-	Upper Deck ..... 4		-	
Keel		16	15 5/8	16	16	15 5/8	-				
Scarpsh of Ditto		6 1/4	6 1/2	-	-	-	-				
Keelsons		17 1/2	16 5/8	17 1/2	-	16 5/8	-				
Scarpsh of Ditto		7 1/4	7 1/2	-	-	-	-				

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Heel-Knee, and Deadwood abaft		Copper or Iron	Inches in Ship	Inches required per Rule	Transoms and throats of Hooks		Copper or Iron	Inches in Ship	Inches required per Rule	Waterway		Copper or Iron	Inches in Ship	Inches required per Rule
Scarpsh of Keel.....N <sup>o</sup> 10			1 3/4	1 3/4	Arms of Hooks			1 3/4	1 3/4	Knees			1 3/4	1 3/4
Keelson Bolts through Keel at each Floor			1 1/2	1 1/2	Bolts thro' Bilge & Limber Strakes, or Thickstaff over Double Floors			1 1/2	1 1/2	Shelf or Clamp			1 1/2	1 1/2
Bolts through Heels of Timbers against Deadwood			1 1/2	1 1/2	Butt End Bolts			1 1/2	1 1/2	Waterway			1 1/2	1 1/2
			1 1/2	1 1/2	Pintles of the Rudder			1 1/2	1 1/2	Knees			1 1/2	1 1/2
			1 1/2	1 1/2				1 1/2	1 1/2	Shelf or Clamp			1 1/2	1 1/2
			1 1/2	1 1/2				1 1/2	1 1/2	Nails or Bolts in Flat of Deck			1 1/2	1 1/2
			1 1/2	1 1/2				1 1/2	1 1/2	Treenails			1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16 3/4 Inches. The Space between the Top-Timbers is 36 6/8 Inches.

The Floors consist of English oak & Hon Board The First Foothooks of Eng. & Afric. oak Timber.

The Second Foothooks of Eng. & Afric. oak The Third Foothooks and Top Timbers of Eng. oak

The Shifts of the First and Second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

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

frame is well squared

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

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng. oak

The Main Keelson is Teak & Green heart and free from all defects. The Main piece of Windlass is Eng. oak

The Stem, and Stern Post, consist of Teak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Eng. oak Deadwood, of Eng. oak and are free from all defects.

The Deck and Hold Beams consist of Eng. & Afric. oak, Teak & Green heart The Breasthooks of Eng. oak & Afric. oak The Knees of iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Amer. elm

or to the First Foothook Heads

From the above named Height to the Light Water Mark Teak & German oak

From the Light Water Mark to the Wales Teak, Eng. and Afric. oak, Green heart and Hon Board

The Wales and Black-strakes are Teak, Eng. and Afric. oak The Topsides Teak, Afric. and Eng. oak

The Sheer-strakes and Plank-sheers Teak & Eng. oak The Water-ways { Upper Deck Teak & Eng. oak

The Decks Pitch pine { Lower Deck Teak, Green heart & Afric. oak

State of good

The Shifts of the Planking are not less than 5 to 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, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Teak, Green heart and Hon Board

The Ceiling, Lower Hold, and between Decks Teak, Green heart, Hon Board, Eng. & Afric. oak Shelf Pieces and Clamps Teak, Green heart & Eng. oak

Fastenings.—To Hold Beams Dowelled and bolted to shelf and waterway, iron staple knees in mast above, seven pair of standard knees above, and an iron hanging knee to each beam end, fourteen pair being

knee riders of the length and size as prescribed in Table F

Deck Beams Iron staple knees all fore and aft, and an iron hanging knee to each beam end also dowelled and bolted to clamp and waterway,

Number of Breasthooks Eight Pointers Crutches & Transom knees, seven pair

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng. oak & Spruce How Made Curves

Thickstaff over Double Floors bolted through and clenched. General Quality of Workmanship Superior

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

Builder's Signature Wm Pile Surveyor's Signature Thomas Lawrence

510932-0417



Her Masts, Yards, &c. are 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.
2	Fore Sails,		Chain .....	270	1 1/2	3	47-0-23
2	Fore Top Sails,		Hempen Stream Cable .....	30	1 1/2		43-2-16
2	Fore Topmast Stay Sails,		Hawser .....	60	1 1/2		41-0-0
2	Main Sails,		Towlines .....	00	7 1/2	1	7-0-0
2	Main Top Sails,		Warp .....	00	6		
and others as usual			All of <u>good</u> quality.	00	5	1	3-0-14

Her Standing and Running Rigging are sufficient in size and good in quality.

She has 1 Long Boat and three others

The present state of the Windlass is secure Capstan Brick Rudder and Pumps efficient

### 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	<u>Jan<sup>y</sup> 16<sup>th</sup> 1856</u>
	2nd.	When the Beams are put in, &c.	<u>Feb<sup>y</sup> 13<sup>th</sup> "</u>
	3rd.	{ When completed, and before the plank be painted or payed }	<u>May 1<sup>st</sup> "</u>

There are eight pair of diagonal plates under the ceiling, bolted to the frame from the top height to the bilges, the whole outside planking is fastened with trenails and metal bolts, the nails of the upper decks are of metal and the keels of the timbers against the fore and after deadwood are bolted through and clenched with 6 metal bolts —

Wm Pile

Present condition of Caulking of Bottom, good Deck and Waterways good

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

I am of opinion this Vessel should be Classed 13 c 1

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

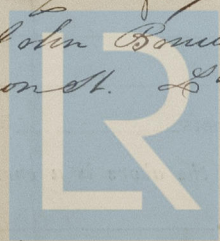
Special .....£ 54 : 7 : "

Certificate ....£ - : - : - to be forwarded to

Committee's Minute 27<sup>th</sup> May 1856

Character assigned 1 for 13 Years

Thomas Lawrence  
John Henry Esq  
care Messrs John Bonus Esq  
18 Cannon St. London



Lloyd's Register Foundation