

No. 6306 Survey held at Sunderland Date 14<sup>th</sup> Jan'y Rec. 29/1/58 1858  
on the Ship "Dover Castle" Master Adams  
Tonnage Old Built at Sunderland When built 1858 Launched Jan'y 1858  
By whom built John Haswell Owners R Green & Co  
Port belonging to London Destined Voyage  
If Surveyed while Building, Afloat, or in Dry Dock During building

Length aloft			Extreme Breadth Outside			Depth of Hold		
185			34			22		
Feet.			Inches.			Feet.		
IN SHIP.			REQUIRED PER RULE.			THICKNESS OF PLANK.		
Sided.			Sided.			Inches.		
Middle.			Middle.			In Ship.		
Ends.			Ends.			Required per Rule.		
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			Garboard Strakes			Limber Strakes		
Floors			Garboard to Bilge			Bilge Planks		
1 <sup>st</sup> Footboards			Bilge Planks			Ceiling in Flat		
2 <sup>nd</sup> Ditto			Bilge to Wales			Ditto Bilge to Clamp		
3 <sup>rd</sup> Ditto			Wales			Hold Beam Clamps		
Top Timbers			Topsides			Deck Beam Ditto		
Deck { N <sup>o</sup> 30 Average Space } 4 ft 2 in			Sheer Strakes			Ceiling 'twixt Decks		
Beams { N <sup>o</sup> 28 Average Space } 4 ft 6 in			Plank Sheers			Hold Beam Shelves		
Deck Beams, length amidships			Water- { Upper Deck			Deck Beam Ditto		
Hold { N <sup>o</sup> 28 Average Space } 4 ft 6 in			Ways { Lower Deck					
Hold Beams, length amidships			Ditto, faying surface against Timbers					
Keel			Upper Deck					
Scarphs of Ditto								
Keelsons								
Scarphs of Ditto								

Side Keelson 1 3/4 x 13 - Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Copper		Inches		Copper		Inches		Copper		Inches	
Inches in Ship.		required per Rule		Inches in Ship.		required per Rule		Inches in Ship.		required per Rule	
Heel-Knee, and Deadwood abaft		1 3/8		Transoms and throats of Hooks		1 1/4		Hold Beam Bolts in		Waterway	
Scarphs of Keel N <sup>o</sup> 8		1 3/16		Arms of Hooks		1 3/16		Knees		1 1/2 x 1 3/16	
Keelson Bolts through Keel at each Floor		1 1/4		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors		1 5/16		Shelf or Clamp		1 3/16	
Bolts through Heels of Timbers against Deadwood		1 5/16		Butt End Bolts		1 5/16		Deck Beam Bolts in		Waterway	
				Pintles of the Rudder		3 1/2		Knees		1 3/16	
								Shelf or Clamp		1	
								Nails or Bolts in Flat of Deck		7/4	
								Treenails		1 3/8	

Timbering.—The Space between the Floor Timbers and Lower Footboards is 3 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of English Oak The First Footboards of English Oak

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

The Shifts of the First and Second Footboards are not less than 5 feet 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 Footboard Heads upwards, and well free from sap, and from thence downwards, the frame is well squared & sound

The alternate Frames are        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 cross chocked with a Butt at each end of the chock. The Main piece of Rudder is E. I. Teak

The Main Keelson is Greenheart Teak & Mora and        free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of Apian English Oak & Teak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of English Oak & Mora and are        free from all defects.

The Deck and Hold Beams consist of Teak & English Oak The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Footboard Heads the Plank is American Elm to 1/3 depth of Hold

From the above named Height to the Light Water Mark E. I. Teak

From the Light Water Mark to the Wales East India Teak

The Wales and Black-strakes are E. I. Teak & English Oak The Topsides E. I. Teak

The Sheer-strakes and Plank-sheers East India Teak The Water-ways { Upper Deck E. I. Teak

The Decks Yellow Pine & E. I. Teak Lower Deck E. I. Teak

The Shifts of the Planking are not less than 6 Feet        Inches. State of Good

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought 4 Strakes between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Side Keelsons are Greenheart Mora & E. I. Teak

The Ceiling, Lower Hold, and between Decks E. I. Teak Shelf Pieces and Clamps Teak & Mora

Fastenings.—To Hold Beams Shelf Waterways dowelled & Bolted & 26 Pair of Vertical & Rider Knees

Deck Beams Horizontal Staple Knees & 28 Pair of Vertical do & 15 Pair of diagonal plates let in & bolted into the frame

Number of Breasthooks Seven Pointers Two Crutches Three

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes ym & are bolted through and clenched. Treenails of English & Apian How Made Circular

Thickstuff over Double Floors        bolted through and clenched. General Quality of Workmanship Good

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

Builder's Signature John Haswell Surveyor's Signature Robt Lowles



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.
<i>A full suit of sails</i>	Fore Sails,	Chain ( <i>Certificates produced</i> )	300	13 1/4	1 1/2	Bower, .....	3 37-1 1/4
	Fore Top Sails,	Hempen Stream Cable .....	80	9 1/2		<i>Rogers's Patent</i>	34-2 1/2
	Fore Topmast Stay Sails,	Hawser .... <i>Libraire</i> .....	60	1 1/6		Stream, .....	32-3 1/2
	Main Sails,	Towlines .....	80	7			6-1 1/4
	Main Top Sails,	Warp .....	80	5 1/2		Kedge, .....	2-3-0
and		All of <u>good</u> quality.					

Her Standing and Running Rigging New Hemp & Ac sufficient in size and apparently good in quality.

She has 1 Long Boat and 3 others

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 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	<u>24 July 1857</u>
	2nd. When the Beams are put in, &c.	<u>2<sup>d</sup> Sept<sup>r</sup> 1</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>18<sup>th</sup> Dec<sup>r</sup></u>

*This Vessel is fastened with Yellow Metal bolts in  
all her bindings and external fastenings including  
the Heels of Cant timbers. ~~and the Rails on the upper  
deck~~ to the entire exclusion of Iron. The Rails of the  
upper deck are of Galvanized Iron*

*John Haswell*

Present condition of Caulking of Bottom, \_\_\_\_\_ Deck, \_\_\_\_\_ and Waterways \_\_\_\_\_

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

I am of opinion this Vessel should be Classed B. A. 1 Robt Fowler

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

Order in 600 Special .....£ 50 : 2 : " J. H. A.

Certificate ....£ " : " : "

Committee's Minute 29<sup>th</sup> Jan<sup>y</sup> 1858

Character assigned Δ 1 for 13 Years J. H. A.



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