

No. 6551 Survey held at Sunderland Date 24 January 1854 1351
on the Ship "Newcastle" Master Crawford
Old Tonnage Built at Sunderland When built 1854 Launched 5 Jan 9
New 1137 By whom built Mr Wm Pile Junr Owners R. Green
Port belonging to London Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock in the Building

Length aloft	Feet. 196	Inches. 6	Extreme Breadth Outside	Feet. 36	Inches. 6	Depth of Hold	Feet. 22	Inches. 6
Scantlings of Timber.			Outside.			Thickness of Plank.		
Timber and Space			Garboard Strakes			Limber Strakes		
Floors	14	14	13 1/2	13 1/2	13 1/2	6	5 3/4	5 3/4
1st Foothooks	13 1/2	13 1/2	12 1/2	12 1/2	12 1/2	6	5 3/4	5 3/4
2nd Ditto	12	12	11 1/2	11 1/2	11 1/2	3 3/4	3 3/4	3 3/4
3rd Ditto	11 1/2	11 1/2	10 1/2	10 1/2	10 1/2	3 3/4	3 3/4	3 3/4
Top Timbers	10 1/2	10 1/2	9 1/2	9 1/2	9 1/2	5	4 3/4	4 3/4
Deck Beams	10 1/2	10 1/2	10	10	10	14 1/2	14 1/2	14 1/2
Hold Beams	14	14	11 3/4	11 3/4	11 3/4	3	3	3
Keel	16	16	15 3/4	15 3/4	15 3/4	14 1/2	14 1/2	14 1/2
Scarp of Ditto	6 9/16	6 9/16	6 9/16	6 9/16	6 9/16	14 1/2	14 1/2	14 1/2
Keelsons	10	10	16 3/4	16 3/4	16 3/4	14 1/2	14 1/2	14 1/2
Scarp of Ditto	7 9/16	7 9/16	7 9/16	7 9/16	7 9/16	14 1/2	14 1/2	14 1/2

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

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/4 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of Eng^a Oak The First Foothooks of Eng^a Oak

The Second Foothooks of Eng^a Oak The Third Foothooks, and Top Timbers of Eng^a Oak

The Shifts of the First and Second Foothooks are not less than 1/4 of the 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 cross chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng^a Oak

The Main Keelson is Oak and Grey heart and off free from all defects. The Main piece of Windlass is of iron, altogether

The Stem, and Stern Post, consist of Eng^a Oak & Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of Oak & Eng^a Oak from 2 ft up and are off free from all defects.

The Deck and Hold Beams consist of Oak & Eng^a Oak and 4 ft. Oak The Breasthooks of Oak & Eng^a Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Amer^a Elm

From the above named Height to the Light Water Mark German & Eng^a Oak

From the Light Water Mark to the Wales Oak and Eng^a Oak at the ends

The Wales and Black-strakes are Oak The Topsides Oak

The Sheer-strakes and Plank-sheers Oak The Water-ways { Upper Deck Oak & Eng^a Oak

The Decks Plank & Pitch Pine, Pop & Ficus Yellow Pine State of Good Lower Deck Oak & Eng^a Oak

The Shifts of the Planking are not less than 1/4 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-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Oak and Eng^a Oak at the ends

The Ceiling, Lower Hold, and between Decks Oak and Eng^a Oak Shelf Pieces and Clamps Oak and Eng^a Oak

Fastenings.—To Hold Beams Dressed and bolted through shelf and waterway, iron staple knees in Mast rooms, sixteen pair of knee riders, fourteen pair of hanging knees, and two pair of iron riders

Deck Beams Iron hanging knees all fore and aft, and iron hanging knees to each beam end,

Number of Breasthooks Nine Pointers and Crutches Eight

Butts End Bolts are of 1/2 Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Locust & Oak & Eng^a Oak How Made Circular

Thickstuff over Double Floors are 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 Junr Surveyor's Signature Thomas Lawrence

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 .	Weight.
2	Fore Sails,	Chain	300	1 1/2 x 1 1/8	Bower,	3	40-1-14
2	Fore Top Sails,	Hempen Stream Cable	00	9 1/2	Patent	39-2-0	
2	Fore Topmast Stay Sails,	Hawser	60	1 1/2	Stream,	1	37-1-0
2	Main Sails,	Towlines	00	7 1/2			6-1-11
2	Main Top Sails,	Warp	00	5 1/2	Kedge,	1	3-0-20
and others as usual		All of <u>good</u> quality.					

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

She has 1 Long Boat and three others

The present state of the Windlass is secure Capstan brass Rudder and Pumps good and 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>6th September 1852</u>
	2nd. When the Beams are put in, &c.	<u>9th October</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>27th Dec^r</u>

The floor of the upper deck, poop and forecote of this ship are fastened with galvanized iron bolts and nails, and the whole outside planking is fastened with treenails, and yellow metal bolts to the entire exclusion of iron, and no iron bolts are used in any part of this vessel, except those named in secⁿ 46. as allowed in ships claiming an additional period of one year for yellow metal.

Wm Pile per

This ship has 21 pair of diagonal plates inserted inside the frame, in length and size, and bolted as per Rule secⁿ 39

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

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

I am of opinion this Vessel should be Classed 13 A1

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

Order No. 779 Special£ 56 : 17 : "

Certificate£ " : " : "

Committee's Minute 1st Feb^y 1859

Character assigned 1 for 13 years



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