

No. 7292 Survey held at Sunderland Date 16<sup>th</sup> October 1861

on the "Sunphail Castle" Master

Tonnage Old Built at Sunderland When built 1861 Launched 19<sup>th</sup> Sept 1861

By whom built J. Lang Owners D. Cunliffe

Port belonging to London Destined Voyage Australia

If Surveyed while Building, Afloat, or in Dry Dock whilst building

Length aloft	Feet.	Inches.	Extreme Breadth, Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
160			32			20		
Scantlings of Timber.								
IN SHIP.			REQUIRE PER RULE.			THICKNESS OF PLANK.		
Sided.	Middle.	Ends.	Sided.	Middle.	Ends.	In Ship.	Required per Rule.	Inches.
Outside.								
Garboard Strakes			Garboard to Bilge			Limber Strakes		
Bilge Planks			Bilge to Wales			Bilge Planks		
Wales			Topsides			Ceiling in Flat		
Plank Sheers			Water-Upper Deck			Ditto Bilge to Clamp		
Ditto, faying surface against Timbers			Ways Lower Deck			Hold Beam Clamps		
Upper Deck			Ditto, faying surface against Timbers			Deck Beam Ditto		
Lower Deck			Upper Deck			Ceiling 'twixt Decks		
			Lower Deck			Hold Beam Shelves		
						Deck Beam Ditto		

Heel-Knee, and Deadwood abaft	Feet.	Inches.	Trussings and throats of Hooks	Feet.	Inches.	Hold Beam Bolts in	Feet.	Inches.
Scarp of Keel	10		Arms of Hooks	10		Knees	10	
Keelson Bolts through Keel at each Floor	10		Bolts thro' Bilge & Limber Strakes	10		Shelf or Clamps	10	
Bolts through Heels of Timbers against Deadwood	10		Butt End Bolts	10		Waterway	10	
			Pintles of the Rudder	10		Knees	10	
						Shelf or Clamps	10	
						Nails or Bolts in Flat of Deck	10	
						Treenails	10	

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

The Floors consist of English Oak & Teak The First Foothooks of English Oak

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

The Shifts of the First and Second Foothooks are not less than 1/2 inch B.N. 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 English Oak

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

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

Hawse Timbers of English Oak & Teak Deadwood, of Teak & Greenheart and are — free from all defects.

The Deck and Hold Beams consist of Built Iron The Breasthooks of Teak The Knees of Iron

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

From the above named Height to the Light Water Mark Rantje Oak

From the Light Water Mark to the Wales Teak

The Wales and Black-strakes are Teak The Topsides Teak

The Sheer-strakes and Plank-sheers Teak The Water-ways { Upper Deck Greenheart & Teak

The Decks Yellow Pine Lower Deck Greenheart

The Shifts of the Planking are not less than 0 Feet — Inches. State of

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 four between, and without step-buttling

Planking Inside.—The Limber-strakes and Bilge-strakes are Teak

The Ceiling, Lower Hold, and between Decks Teak Shelf Pieces and Clamps Greenheart & Teak

Fastenings.—To Hold Beams Shelves and Waterways. Stinger plates on ends of Beams and

an angle iron bolted to the frame, a hanging brace and knee rider to alternate Beams. Bolting of knees in transverse beams and stinger plates outside Hatchways

Deck Beams Shelves and Waterways. Gunwale plate riveted to Beams and an angle iron through

Bolting of 1/2 inch metal. Stinger plates outside Hatchways and a pair of hanging braces to each Beam

Number of Breasthooks 7 of Iron Pinners Round Stew framed Crutches 6 of Iron

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

Bilge and Limber Strakes are all bolted through and clenched. Treenails of Locust & Blue Gum

Thickstuff over Double Floors are 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 J. Lang Surveyor's Signature J. Darling



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 <u>Adant proof</u>	300	1 1/2	Bower,	3 34 3 24
2	Fore Top Sails,		Hempen Stream Cable	80	8		25 0 0
2	Fore Topmast Stay Sails,		Hawser <u>Chain</u>	70	1 1/2	Stream,	1 5 3 2
2	Main Sails,		Towlines	80	7		
2	Main Top Sails,		Warp	80	5	Kedge,	1 1 3 10
and <u>thus as usual</u>			All of <u>good</u> quality.				

Her Standing and Running Rigging G. Hunt & Hemp sufficient in size and good in quality.

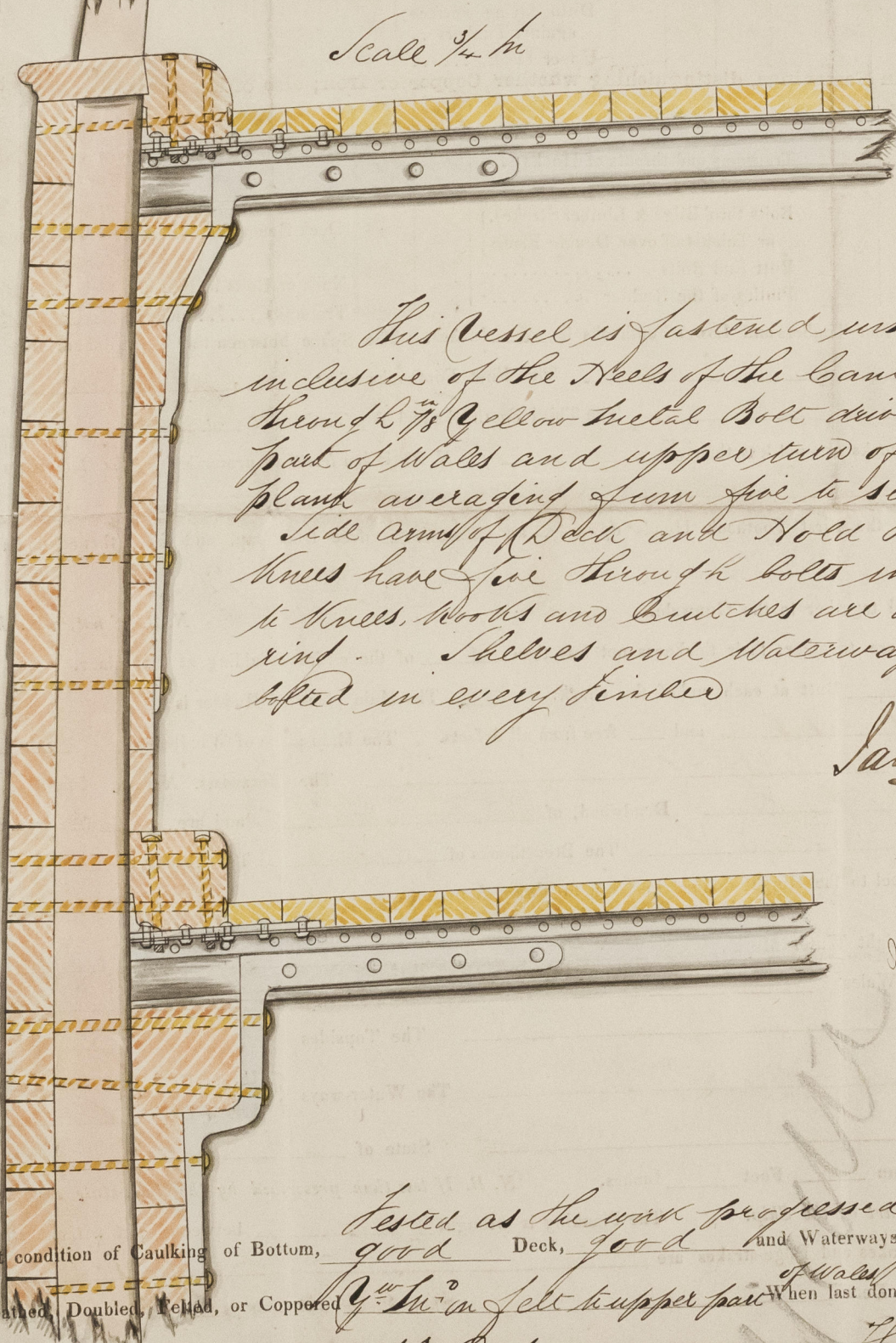
She has one Long Boat and three others

The present state of the Windlass is new Capstan new Rudder new Pumps new & 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 Specialty surveyed from 31<sup>st</sup>  
2nd. When the Beams are put in, &c. May 1<sup>st</sup> to the 16<sup>th</sup> October, '61  
3rd. When completed, and before the plank be painted or payed }



This vessel is fastened with Yellow Metal inclusive of the Keels of the Cant Timbers, also a through Yellow Metal Bolt driven between upper part of Wale and upper turn of Bilges in each plank averaging from five to seven feet apart. Side arms of Deck and Hold Beam hanging knees have five through bolts in each, all bolts to knees. Woods and Butches are driven on a Copper pint. Shelves and Waterways are through fitted in every timber

Same being

London  
16 Oct to 11 Nov '61

The Vertical bolts in upper deck Waterways between Poop and Forecastle being weak bolts and which were of iron, now taken out and replaced with Yellow Metal

W. C. C.  
J. L.

Present condition of Caulking of Bottom, good Deck, good and Waterways good  
If Sheathed, Doubled, Felled, or Coppered Y<sup>l</sup> in felt to upper part When last done  
I am of opinion this Vessel should be Classed 13 A. 1

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

Order No. 975 Special .....£ 36: " : "

Certificate .....£ " : " : "

Committee's Minute 19<sup>th</sup> November 1861

Character assigned 1 for 13 Years



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