

No. 13523 Survey held at Liverpool Date Sept 4th Oct 11th 1855
on the B.M. Gulconee Master David Robertson
Tonnage Old New 506 Built at Charlotte Town, Pine Is. & S. Is. When built 1854 Launched
By whom built David Robertson Owners David Robertson
Port belonging to Liverpool Destined Voyage Calcutta
If Surveyed while Building, Afloat, or in Dry Dock By Dry Dock

Length aloft	Feet. 142	Inches. 7 1/4	Extreme Breadth Outside	Feet. 27	Inches. -	Depth of Hold	Feet. 17	Inches. 4 1/2
Scantlings of Timber.				Thickness of Plank.				
TIMBER AND SPACE		Inches.	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	sided	12	Moulded	13 1/2	Garboard Strakes	4	Limber Strakes	5
1 st Foothooks	"	11	"	10	Garboard to Bilge	4	Bilge Planks	5
2 nd Ditto	"	10	"	9	Bilge Planks	5	Ceiling in Flat	3 1/2
3 rd Ditto	"	"	"	"	Bilge to Wales	4	Ditto Bilge to Clamp	4
Top Timbers	"	9 1/2 to 10	"	4	Wales	5	Hold Beam Clamps	6
Deck Beams N ^o 24	Average Space } 4 1/3	12 1/2 to 13	"	12 1/2 to 12 1/2	Topsides	4	Deck Beam Ditto	6
Deck Beams, length amidships	"	28 ft	"	"	Sheer Strakes	4	Ceiling 'twixt Decks	5
Hold Beams N ^o 22	Average Space } 4 1/3	12 1/2	"	13 1/2	Plank Sheers	4	Hold Beam Sheers	"
Hold Beams, length amidships	"	28 ft	"	"	Water-Ways	Upper Deck 9	Deck Beam Ditto	"
Keel	"	13	"	11 below Rudder	Lower Deck	3 1/2		
Scarp of Ditto	"	6 feet	"	"				
Keelsons	2 heights	14 1/2	"	32				
Scarp of Ditto	"	"	"	"				

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.									
Heel-Knee, and Deadwood abaft	Copper Inches.	Iron Inches.	Transoms and throats of Hooks	Copper Inches.	Iron Inches.	Hold Beam Bolts in	Copper Inches.	Iron Inches.	
Scarp of Keel N ^o Flat		Iron	Arms of Hooks		Iron	Knees		Iron	Iron
Keelson Bolts through Keel at each Floor		Iron	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	Iron	Iron	Shelf or Clamp		"	"
Bolts through Heels of Timbers against Deadwood	not seen		Butt End Bolts	Iron	Iron	Waterway		"	"
			Pintles of the Rudder			Deck Beam Bolts in		"	"
						Knees		"	"
						Shelf or Clamp		"	"
						Nails or Bolts in Flat of Deck		Iron	
						Treenails	Inches.	1 1/4	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 Inches. The Space between the Top-Timbers is 1 1/2 Inches.
The Floors consist of Birch & Beech The First Foothooks of Birch & Beech & Spruce Timber.
The Second Foothooks of Birch Beech & Spruce The Third Foothooks and Top Timbers of Birch & Spruce.
The Shifts of the First and Second Foothooks are not less than Not seen N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are Not seen
The Frame is fairly squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is the same when seen

The alternate Frames are ✓ bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are ✓ close together; their thickness not less than ✓ of the entire moulding at that place.
The Frame is ✓ chocked with ✓ Butt at each end of the chock. The Main Keel is Birch
The Main Keelson is Birch and is free from all defects. The False Keelson is Birch
The Stem, and Stern Post, consist of Birch when seen. Birch & Spruce.
The Transoms, Aprons, Knight Heads, and Hawse Timbers of Birch Spruce & Beech Deadwood, of not seen and are all free from all defects, where seen.

The Deck and Hold Beams consist of Spruce & Birch The Breasthooks of Spruce & Birch The Knees of Spruce & Hardwood
Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Birch & Beech
From the above named Height to the Light Water Mark Birch & Beech
From the Light Water Mark to the Wales Birch & Spruce
The Wales and Black-strakes are Spruce The Topsides Spruce
The Sheer-strakes and Plank-sheers Spruce & Birch The Water-ways { Upper Deck Spruce & Pine
Lower Deck
The Decks Spruce & Pine State of Good
The Shifts of the Planking are not less than 5 1/2 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 3 & more between, and without step-butting, except there a few which 2 between & one timber ship

Planking Inside.—The Limber-strakes and Bilge-strakes are Birch
The Ceiling, Lower Hold, and between Decks Birch, Beech & Spruce Shelf Pieces and Clamps Spruce
Fastenings.—To Hold Beams Double Wood Laying Nails & 22 Pairs of Iron Racer Nails taking two bolts in a substantial part of floor, those against the Ward Breasthook & Pointers excepted.
Deck Beams Double Wood Laying Nails & 13 Pairs of Iron Racer Nails.

Number of Breasthooks 2 of Iron & 2 of Wood Pointers 2 of Iron & 2 of Wood Crutches 1 of Wood & 1 of Iron or Wood Pointer
Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched.
Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Spruce How Made Chipped
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 David Robertson Surveyor's Signature John A. Martin

UVS83-0406

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	270 1/2	3	24-3-0
2	Fore Top Sails,	Hempen Stream Cable	90 7		23-8-10
2	Fore Topmast Stay Sails,	Hawser	90 6	1	20-2-4
1	Main Sails,	Towlines			
2	Main Top Sails,	Warp	90 4		
and <u>others well found</u>		All of <u>good</u> quality.		1	3-0-0

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

She has one Long Boat and Stiff

The present state of the Windlass is good Capstan good Rudder good Pumps 2 of them 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	
2nd.	When the Beams are put in, &c.	
3rd.	{ When completed, and before the plank be painted or payed }	<u>When Built, Painted & Payed.</u>

At this time, listings have been cut fore and aft on both sides at the Bilge, others were left out when built. Treennails were driven out and found good. A great number of additional fastenings have been put into the ceiling.

Present condition of Caulking of Bottom, done at present, Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done Present Time

I am of opinion this Vessel should be Classed 4-A-1

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

6th Feb Special£ 5 : 5 : : 13/10/55

to be called for in London Certificate£ : : 5 : : will be called for at the London Office

Committee's Minute 16th October 1855

Character assigned 1 for 4 Years



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