

Rec 15/8/54 5350
No. 5350 Survey held at Sunderland Date August 1854
on the Brig "Coral Queen" Master George Brown
Old Tonnage New 240 Built at Sunderland When built 1854 Launched July
By whom built E. Bailey Owners Bennett & Co
Port belonging to London Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	Feet. 114	Inches. "	Extreme Breadth	Feet. 23	Inches. 6	Depth of Hold	Feet. 15	Inches. 4
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches. 12							
Floors	sided 11	Moulded	11	9 1/2	Outside.	Inches. 3 1/4	Inside.	Inches. 3 1/2
1st Foothooks	" 9	"	9		Bilge Planks	3 1/2	Bilge Planks	4
2nd Ditto	" 8 1/2	"	8		Bilge to Wales	3 1/4	Ceiling in Flat	2 1/2
3rd Ditto	" 8 1/2	"	7		Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	" 8 1/4	"	5 1/2		Short Hoods	3	Hold Beam Clamps	4 1/2
Deck Beams N° 24	Average Space } 4 ft 6	"	8 1/2	7 1/4	Topsides	3 1/2	Deck Beam Ditto	3 3/4
Hold Beams N° 16	Average Space } 4 to 8	"	11	9 1/4	Sheer Strakes	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel	" 12	"	14		Plank Sheers	3 1/2	Hold Beam Sheer Strakes	5 1/2
Keelsons	" 13 1/2	"	22		Water-Ways	8	Deck Beam Ditto	"
Scarphs of Ditto	" 6 feet				Upper Deck	3		

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

Heel-Knee, and Deadwood abaft	Copper Inches. 1 1/8	Iron Inches.	Transoms and throats of Hooks	Copper Inches. 1	Iron Inches.	Lower Pintle of the Rudder	Copper Inches. 2 1/2	Iron Inches.
Scarphs of Keel.....N° 8	7/8		Arms of Hooks	7/8		Hold Beam	1 1/8	
Floor Timber Bolts	"		Bolts thro' Bilge & Limber Strakes	3/4		Deck Beam	1 1/8	1 1/2
Kelson ditto	1		Butt End Bolts	1 1/6				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2.3 Inches. The Space between the Top-timbers is 2.5 Inches. The Stem, Stern Post, consist of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng Oak and are free from all defects. The Floors consist of Eng Oak The First Foothooks of Eng Oak Timber. The Second Foothooks of Eng Oak The Third Foothooks of Eng Oak The Top Timbers of Eng Oak The Shifts of the first and second Foothooks are not less than 4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good The Frame is fairly squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is fairly 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 1/4 of the entire moulding at that place. The Frame is crop chocked with no Butt at each end of the choek. The Main Keelson is Slotted Oak and free from all defects. The False Keelson is Green Oak The Deck Beams consist of Slotted Oak The Hold Beams of Slotted Oak The Knees of Eng Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Green Oak & Baltic Pine From the above named Height to the Light Water Mark Oak & Oak From the Light Water Mark to the Wales Green Oak The Wales and Black-strakes are Green Oak The Topsides Green Oak The Sheer-strakes Green Oak and Plank-sheers Green Oak The Water-ways Slotted Oak The Decks of Pine - State of The Shifts of the Planking are not less than 5 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 I between

Planking Inside.—The Limber-strakes are Slotted Oak the Bilge Planks Green Oak The Ceiling, Lower Hold, Slotted & Green Oak Between Decks Slotted Oak Shelf Pieces 4 Clamps Slotted Oak

Fastenings.—To Hold Beams for Laying Knees, Spiketting & Clamps Bolted through Deck Beams for Laying Knees 4 pair of Iron Handrails and 9 pair of Baying Knees Number of Breasthooks Five Pointers Two Crutches Two Butts End Bolts are of 4 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 Eng Oak How Made round General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature

Surveyor's Signature

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	200 15 1/2	Bower,	3 14.0.6
1	Fore Top Sails,	Hempen Stream Cable	75 8		14.0.10
2	Fore Topmast Stay Sails,	Hawser	60 7 1/2	Stream,	1 4.3.22
1	Main Sails,	Towlines	75 5 1/2		
2	Main Top Sails,	Warp	75 5	Kedge,	1 1.3.0
and <u>others as usual</u>		All of <u>good</u> quality.			

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

She has one Long Boat and two others

The present state of the Windlass is good Capstan Winch Rudder good Pumps two Metal
patent

General Remarks—Statement and Date of Repairs.

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

I am of opinion this Vessel should be Classed S.A.1.

The Amount of the Fee.....£ 3 : — : — is received by me, Thos. B. Simey

under No 411 Special£ 13 : 10 : 0

Certificate (if required)£ : :

Committee's Minute 22nd Augt 1854

Character assigned A 1 per S. Gray



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Foundation