

No. 5599 Survey held at Sunderland Date 10 July 1855
 on the Ship "Lobelia" Master J. J. Gooding
 Tonnage Old 640 New 623 Built at Sunderland When built 1853 Launched 16 May
 By whom built M. Alcock Owners J. J. Alcock
 Port belonging to Sunderland Destined Voyage Calcutta
 If Surveyed while Building, Afloat, or in Dry Dock in building

Length aloft	Feet. 109	Inches. 8	Extreme Breadth	Feet. 33	Inches. 8	Depth of Hold	Feet. 21	Inches. 1
Scantlings of Timber.			Thickness of Plank.					
Room and Space	30 1/2			Outside.		Inches.	Inside.	
Floors.	sided 14 1/2	Moulded	4 1/2	Keel to Bilge	4 3/8	Side Keelsons	12 1/2 x 11 1/2	
1 st Foothooks.	13 1/2	"	13	Bilge Planks	6	Limber Strakes	5	
2 nd Ditto	12	"	12	Bilge to Wales	4 3/8	Bilge Planks	5	
3 rd Ditto	11	"	-	Wales	6	Ceiling in Flat	3 1/2	
Top Timbers	10 1/2	"	-	Short Hoods	4	Ditto Bilge to Clamp	3 1/2	
Deck Beams N ^o 29	Average Space } 4-9	"	9 3/4	Topsides	4 1/4	Hold Beam Clamps	4 3/4	
Hold Beams N ^o 27	Average Space } 4-6	"	13 1/4	Sheer Strakes	4 1/4	Deck Beam Ditto	4	
Keel	15 1/4	"	15 1/4	Plank Sheers	4 1/4	Ceiling 'twixt Decks	2 3/4	
Keelsons	14	"	14	Water-Ways	13 x 6 1/2	Hold Beam Shelves	13 x 10 1/2	
Scarp of Ditto	2 Feet	"	-	Upper Deck	3 3/4	Deck Beam Ditto	13 x 6 1/2	
						Hold Beam Waterways	13 x 12 1/2	

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

Heel-Knee, and Deadwood abaft	Copper ¹ / ₂	Iron -	Transoms and throats of Hooks	Copper ¹ / ₂	Iron -	Lower Pintle of the Rudder	Copper ³ / ₂	Iron -
Scarp of Keel N ^o 10	Copper ¹ / ₂	Iron -	Arms of Hooks	Copper ¹ / ₂	Iron -	Hold Beam	Copper ¹ / ₂	Iron -
Floor Timber Bolts	Copper ¹ / ₂	Iron -	Bolts thro' Bilge & Limber Strakes	Copper ¹ / ₂	Iron -	Deck Beam	Copper ¹ / ₂	Iron -
Keelson ditto	Copper ¹ / ₂	Iron -	Butt End Bolts	Copper ¹ / ₂	Iron -			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 36 5/8 Inches. The Stem, Stern Post, consist of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng^l oak and are off^r free from all defects. The Floors consist of Eng^l oak The First Foothooks of Eng^l oak Timber. The Second Foothooks of Eng^l oak The Third Foothooks of Eng^l oak The Top Timbers of Eng^l oak The Shifts of the first and second Foothooks are not less than 17 1/2 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 well choiced with a Butt at each end of the choick. The Main Keelson is Teak and free from all defects. The Side Keelsons is Teak The Deck Beams consist of Teak, Affric^l & Eng^l oak The Hold Beams of Teak & Affric^l oak The Knees of iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Amor^l elm From the above named Height to the Light Water Mark Stettin oak From the Light Water Mark to the Wales Teak The Wales and Black-strakes are Teak & Eng^l oak The Topsides Teak The Sheer-strakes Teak and Plank-sheers Teak The Water-ways Teak & Affric^l oak The Decks Dantzic Fir & Yellow pine State of Good The Shifts of the Planking are not less than 5 1/2 Feet 7 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

Planking Inside.—The Limber-strakes are Teak the Bilge Planks Teak, Eng^l oak & Austr^l oak The Ceiling, Lower Hold, Teak Between Decks Teak Shelf Pieces Teak & Affric^l oak Clamps Teak

Fastenings.—To Hold Beams Dowelled and dovetailed to shelf and waterway, iron staple knee in mast rooms, and at the ends, and an iron knee under each beam, sixteen pair of which are riders Deck Beams Dowell to shelf and waterway, staple knees in mast rooms, and an iron hanging knee to each beam end, Number of Breasthooks Eight Pointers one pair Crutches Two Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Side Keelsons are bolted through and clenched. Treenails of Eng^l oak How Made Turned General Quality of Workmanship First quality

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

Builder's Signature S. J. Alcock 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 1/4	Bower,	3	34 3-0
2	Fore Top Sails,	Hempen Stream Cable	75	0			33
2	Fore Topmast Stay Sails,	Hawser	60	1	Stream,	1	32
2	Main Sails,	Towlines	75	6 1/2			6, 1, 6
2	Main Top Sails,	Warp	75	5 1/2	Kedge,	1	3, 1, 16
and <u>others as usual</u>		All of <u>good</u> quality.	75	4			

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

She has 1 Long Boat and two others

The present state of the Windlass is secure Capstan Quick Rudder and Pumps efficient

General Remarks—Statement and Date of Repairs.

In this Ship, the flat of the upper deck, poop and fore-castle are fastened with metal nails, and the whole of the outside planking is fastened with trenails and 1/2 Metal bolts, the heels of the timbers against the fore and after deadwoods are also fastened through with metal bolts, to the entire exclusion of iron—

J J Alcock

If Sheathed, Doubled, Felted, or Coppered 1/2 Metal on felt to 19 1/2 ft When last done

I am of opinion this Vessel should be Classed 10 C 1/1

The Amount of the Fee,.....£ 5 : 11 : 6 is received by me,

Order No. 437 Special£ 41 : 3 : 11

Certificate ☒ required)£ : :

Committee's Minute 20th July 1855

Character assigned 1 for 13 Years

Thomas Lawrence



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