

No. 6322 Survey held at Sunderland Date 11th Feb 3 Rec. 12/2/18
 on the Ship "Lucknow" Master Aspolt 1859
 Old Tonnage New 641 Built at Sunderland When built 1050 Launched Jan 14, 1850
 By whom built Mr. Geo Booth Owners P. Bellier
 Port belonging to Jersey Destined Voyage India
 If Surveyed while Building, Afloat, or in Dry Dock while Building 6322

Length aloft	Ft.		Inches.		Extreme Breadth Outside IN SHIP. Sided.	Ft.		Inches.		Depth of Hold Thickness of Plank.	Ft.		Inches.	
	Middle.	Ends.	Middle.	Ends.		In Ship.	Required per Rule.	In Ship.	Required per Rule.		In Ship.	Required per Rule.	In Ship.	Required per Rule.
Scantlings of Timber.														
TIMBER AND SPACE	31	-	31	-	Outside.			INCHES.		Inside.			INCHES.	
Floors	13 3/4	13 3/4	11 3/4	12 1/2	13 1/2	11 3/4	4	4	4	Limber Strakes	5 1/2	4 1/2	5 1/2	4 1/2
1 st Foothooks	11 3/4	11 3/4	-	11 3/4	11 3/4	-	4	4	4	Bilge Planks	4 1/2	4 1/2	4 1/2	4 1/2
2 nd Ditto	10 3/4	10 3/4	-	10 3/4	10 3/4	-	4 1/2	4	4	Ceiling in Flat	3 1/4	3 1/4	3 1/4	3 1/4
3 rd Ditto	9 3/4	-	6 1/2	9 3/4	-	6 1/2	4 1/2	4	4	Ditto Bilge to Clamp	3 1/4	3 1/4	3 1/4	3 1/4
Top Timbers	9 1/2	-	6 1/2	9 3/4	-	6 1/2	5 1/2	5 1/2	5 1/2	Hold Beam Clamps	7	4 3/4	7	4 3/4
Deck { N° 20 Average } Beams { Space }	14 1/2	10	9 1/2	7 3/4	9 1/2	9 1/2	7 3/4	7 3/4	7 3/4	Deck Beam Ditto	6	6	6	6
Deck Beams, length amidships	29 feet	3 m	-	-	Sheer Strakes	4	4	4	4	Ceiling 'twixt Decks	4 5/8	2 1/2	4 5/8	2 1/2
Hold { N° 24 Average } Beams { Space }	14 1/2	13 1/2	10 3/4	12 1/2	10 3/4	10 3/4	4	4	4	Hold Beam Shelves	None	None	None	None
Hold Beams, length amidships	29 feet	-	-	-	Plank Sheers	4	4	4	4	Deck Beam Ditto	6	6	6	6
Keel	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	Water Upper Deck	18 1/2	11 1/2	Waterway
Scarps of Ditto	6 feet	-	6 feet	-	Ways Lower Deck	None	-	Knees	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	
Keelsons	15 1/2	15 1/2	14 1/2	14 1/2	14 1/2	14 1/2	Ditto, faying surface against Timbers	6 1/2	7 1/2	Shelf or Clamp	1 1/2	1 1/2	1 1/2	1 1/2
Scarps of Ditto	3 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	Upper Deck	3 1/2	3 1/2	Nails or Bolts in Flat of Deck	6 1/2	6 1/2	6 1/2	6 1/2

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

Copper Inches in Ship.	Inches required per Rule	All of G Metal	Copper Inches in Ship.	Inches required per Rule	Hold Beam Bolts in Waterway	Copper Inches in Ship.	Inches required per Rule	Waterway
Heel-Knee, and Deadwood abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1 3/4	Hold Beam Bolts in Knees	1 1/2	1 1/2	1 1/2
Scarps of Keel.....N°.	10	1 1/2	Arms of Hooks	1 1/2	Shelf or Clamp	1 1/2	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	2	Waterway ..	1 1/2	1 1/2	1 1/2
Bolts through Heels of Timbers against Deadwood	2	-	Butt End Bolts	2 1/2	Knees	1 1/2	1 1/2	1 1/2
	2	-	Pintles of the Rudder	3 1/2	Shelf or Clamp	1 1/2	1 1/2	1 1/2

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

The Floors consist of *Stettin and Eng. Oak* The First Foothooks of *Eng. & Stet. Oak.*

The Second Foothooks of *Eng. Oak* The Third Foothooks and Top Timbers of *Eng. Oak*

The Shifts of the First and Second Foothooks are not less than *1 1/2 of 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 *fairly squared* from the First Foothook Heads upwards, and *fairly* free from sap, and from thence downwards, the frame is *fairly squared*

The *alternate* Frames are *nearly* 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 3/4* of the entire moulding at that place.

The Frame is *cross* chocked with *no* Butt at each end of the chock.

The Main piece of Rudder is *Eng. Oak*

The Main Keelson is *Green heart & Pines* and *off* free from all defects. The Main piece of Windlass is *Eng. Oak*

The Stem, and Stern Post, consist of *Eng. Oak* The Transoms, Aprons, Knight Heads, and

Hawse Timbers of *Eng. Oak* Deadwood, of *Eng. Oak from 2 feet up* and are *off* free from all defects.

The Deck and Hold Beams consist of *Teak & Eng. Oak* The Breasthooks of *Iron & Eng. Oak* The Knees of *Iron*

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

From the above named Height to the Light Water Mark *Dan. & Stet. Oak*

From the Light Water Mark to the Wales *Dan. & Stet. Oak*

The Wales and Black-strokes are *Teak and Eng. Oak* The Topsides *Teak & Eng. Oak*

The Sheer-strokes and Plank-sheers *Teak* The Water-ways { Upper Deck *Teak Pine & Dan. Oak*

The Decks *Gellow Pine* Lower Deck *None*

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 *Three* between, and without step-butting.

Planking Inside.—The Limber-strokes and Bilge-strokes are *Dan. & Stet. Oak*

The Ceiling, Lower Hold, and between Decks *German Oak & Pitch Pine* Shelf Pieces and Clamps *Flat. Oak*

Fastenings.—To Hold Beams *Iron staple knees, Ten pair of staple standards, and*

Twelve pair of knee riders,

Deck Beams *Iron staple knees and an iron hanging knee to each beam end*

Number of Breasthooks *Seven* Pointers *One pair* Crutches *One*

Butts End Bolts are of *G 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 *Conical*

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 *George Booth* Surveyor's Signature *Thomas Lawrence*

May 11, 1850

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Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.

No. 2 Fore Sails,
2 Fore Top Sails,
2 Fore Topmast Stay Sails,
2 Main Sails,
2 Main Top Sails,
and others as usual

CABLES, &c.

	Fathoms.	Inches.
Chain	270	1 $\frac{1}{2}$
Hempen Stream Cable	75	0 $\frac{3}{4}$
Hawser	60	1
Towlines	80	6
Warp	80	5 $\frac{1}{2}$
All of good quality.	80	4 $\frac{1}{2}$

ANCHORS, and their weights.

No.	Weight.
3	31-1-22
2	20-1-0
2	20-1-0
1	6-1-17
1	2-1-24

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

She has a Long Boat and three others
The present state of the Windlass is Secure Capstan Brick Rudder and Pumps 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 10th Decr 1854
2nd. When the Beams are put in, &c. 6th Novth "
3rd. { When completed, and before the plank be painted or payed } 7th Janth 1855

The Rules, Sectⁿ. 46, allowing Ships to be classed one year additional, for having Yellow Metal Bolts in lieu of Iron, are fully complied with in this Ship -

George Booth

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

If Sheathed, Doubled, Felted, or Coppered Metal on iron to Metal When last done _____

I am of opinion this Vessel should be Classed 10, c.t.l.

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

Order No 105 Special£ 32: 1: " G.J.L.

Certificate£ " : " : " G.J.L.

Thomas Lawrence

Henry Marshall

Committee's Minute 12th February 1858

Character assigned A Tpr 10 Years



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