

No. 356 Survey held at Sunderland Date 13th March 1888
on the "Lady Alice" Master / Smith
Tonnage Old Built at Sunderland When built 1857 258 Launched 13th Jan 58
By whom built / Hardie Owners A. O. Wilkinson
Port belonging to London Destined Voyage London
Surveyed while Building, Afloat, or in Dry Dock during building

Length aloft	124	6	Extreme Breadth Outside	27	9	Depth of Hold	18
Scantlings of Timber.			Outside.			Thickness of Plank.	
TIMBER AND SPACE			Garboard Strakes			Limber Strakes	
Floors			Garboard to Bilge			Bilge Planks	
1 st Foothooks			Bilge Planks			Ceiling in Flat	
2 nd Ditto			Bilge to Wales			Ditto Bilge to Clamp	
3 rd Ditto			Wales			Hold Beam Clamps	
Top Timbers			Topsides			Deck Beam Ditto	
Deck Beams			Sheer Strakes			Ceiling 'twixt Decks	
Hold Beams			Plank Sheers			Hold Beam Shelves	
Hold Beams, length amidships			Water - Upper Deck			Deck Beam Ditto	
Keel			Ways - Lower Deck				
Scarphs of Ditto			Ditto, faying surface against Timbers				
Keelsons			Upper Deck				
Scarphs of Ditto							

Heel-Knee, and Deadwood abaft	11 1/2	1 1/2	Transoms and throats of Hooks	11 1/2	1 1/2	Hold Beam Bolts in	Waterway	11 1/2	1 1/2
Scarphs of Keel	15 1/2	1 1/2	Arms of Hooks	11 1/2	1 1/2	Deck Beam Bolts in	Knees	11 1/2	1 1/2
Keelson Bolts through Keel at each Floor	11 1/2	1 1/2	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	11 1/2	1 1/2	Nails or Bolts in Flat of Deck	Shelf or Clamp	11 1/2	1 1/2
Bolts through Heels of Timbers against Deadwood	11 1/2	1 1/2	Butt End Bolts	11 1/2	1 1/2	Treenails	Waterway	11 1/2	1 1/2
			Pintles of the Rudder	3	2 1/2		Knees	11 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of English & Station Oak. The First Foothooks of English & Station 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 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 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 1/2 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 and free from all defects. The Main piece of Windlass is Eng^l Oak

The Stem, and Stern Post, consist of English Oak. The Transoms, Aprons, Knight Heads, and Hawse Timbers of English Oak

Deadwood, of Eng^l Oak and are free from all defects.

The Deck and Hold Beams consist of Teak & Eng^l Oak. The Breasthooks of Teak & Eng^l Oak. The Knees of Teak

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 Teak Oak

From the Light Water Mark to the Wales Teak Oak

The Wales and Black-strakes are Teak The Topsides Teak

The Sheer-strakes and Plank-sheers Teak The Water-ways { Upper Deck Station Oak Lower Deck

The Decks Yellow 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 three between, and without step-butting.

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

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

Fastenings.—To Hold Beams Teak Lodging knees to each Beam, 16 pairs of hanging knees, 9 pairs worked as standards

Number of Breasthooks 4 1/2 16 Oak Pointers 1 pair of Iron Crutches of Iron

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng^l Oak How Made Circular

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 James Hardie Surveyor's Signature J. D. Mailing

SLD933-0293

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	240 146	3	21.0.12
2	Fore Top Sails,	Hempen Stream Cable	80 9	3	19.3.14
2	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	60 70	1	19.0.0
1	Main Sails,	Towlines	80 6 1/2	1	5.2.0
2	Main Top Sails,	Warp	80 5 1/2	1	2.2.0
and <u>Others as usual</u>		All of <u>good</u> quality.			

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

She has One Long Boat and two others

The present state of the Windlass is new Capstan new Rudder new Pumps new

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	<u>June 23rd 1857</u>
	2nd.	When the Beams are put in, &c.	<u>August 6th</u>
	3rd.	{ When completed, and before the plank be painted or payed }	<u>December</u>

This vessel is fastened with yellow metal inclusive of the heels of the Cant Timbers and flat of upper deck to the entire exclusion of Iron
James Hardie

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

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

I am of opinion this Vessel should be Classed 10-M-1

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

Prodr No. 672 Special£ 20 : 19 : " Prodr.

Certificate£ " : " : " Prodr.

Committee's Minute 16th March 1858

Character assigned Δ 1 for 10 Years



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