

No. 140 Survey held at Antwerp Date October 8 & November 11/1862
on the Russian Barque Toimi Master Janson
Tonnage under tonnage deck 346 Built at Finland When built 1864 Launched 1864
Ditto of poop or spar deck By whom built D Hindrichsen Owners D Hindrichsen
Total tonnage 346 Port belonging to Finland (abu) Destined Voyage
Surveyed while Building, Afloat, or in Dry Dock Dry Dock and afloat

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside				Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks				
Length of Keel	116	110	In SHIP. Moulded.				REQUIRED PER RULE. Moulded.				28	8	14	10	one	
			Sided.	Middle.	Ends.	Sided.	Middle.	Ends.								
Scantlings of Timber.																
TIMBER AND SPACE	23					23 1/2				Outside Plank.			INCHES.			Dimensions of Ship per Register, length 110 breadth 26 depth 14 1/2
Floors	17	17	16	11	11	11				Garboard Strakes ..	4 1/2	3 1/2				
1 st Foothooks	10	10	10	9 1/4	9 1/4	9 1/4				Garboard to Bilge ..	3 1/2	3 1/2				
2 nd Ditto	10	10	10	9 1/4	9 1/4	9 1/4				Bilge Planks	3 1/2	3 1/2				
3 rd Ditto	10	10	9	8 1/2	8 1/2	8 1/2				Bilge to Wales	3 1/2	3 1/2				
Top Timbers	10	7 1/2	7 1/2	7 3/4	7 3/4	7 3/4				Wales	6	4 1/2				
Deck } N ^o 25 Average } 3 feet 3 inches	12	12	11	8 3/4	8 3/4	8 3/4	7 1/2			Topsides	4	3 1/2				
Beams } Space }										Sheer Strakes	4	3 1/2				
Deck Beams, length amidships 26 feet										Plank Sheers	8	3 1/2				
Hold } N ^o 11 Average } 3 feet 10 inches	11 1/4	11 1/4	11	11	9 3/4	9 3/4				Water-Ways Upper Deck	8 1/2 10	6 1/2				
Beams } Space }										Water-Ways Lower Deck						
Hold Beams, length amidships 25 feet										Ditto, faying surface	8					
Keel	13	14		12 1/2	12 1/2					against Timbers ..						
Scarp of Ditto	7 feet									Upper Deck	3 1/2	3				
Keelsons	21	14		12 1/2	12 1/2											
Scarp of Ditto	6 feet															

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadwood ..	1 1/8	1 1/4		Transoms and throats of Hooks	1	1		Hold Beam			
Scarp of Keel, N ^o ..	1 1/8	1 1/4		Arms of Hooks	1	1		Bolts in			
Keelson Bolts through Keel at each Floor	1 1/8	1 1/4		Thro' Bilge & Limber Strakes	1	1		Waterway ..			
Bolts thro' Heels of Timbers against Deadwood	3/4	7/8		Thickstuff over Double Floors	1	1		Knees			
				Butt End Bolts	3/4	7/8		Shelf or Clamp			
				Short Bolts in Ceiling	3/4	7/8		Waterway ..			
				Pintles of the Rudder	3/4	7/8		Knees			
								Shelf or Clamp			
								Nails or Bolts in Flat of Deck			
								Treenails 1 1/4 .. Inches			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 6 Inches. The Space between the Top-Timbers is 6 Inches.

The Floors consist of Baltic pine The First Foothooks of Baltic pine

The Second Foothooks of Baltic pine The Third Foothooks and Top Timbers of Baltic pine

The Shifts of the First and Second Foothooks are not less than not less N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not less

The Frame is well squared from First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is square when down

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 of the entire moulding at that place.

The Frame is square chooked with Butt at each end of the choek. The Main piece of Rudder is Pitch Pine of Windlass is oak

The Keel is oak & B. Pine The Main Keelson is Baltic pine and well free from all defects.

The Stem, and Stern Post of Baltic pine The Transoms, Knight Heads, Hawse Timbers, and Aprons of Baltic pine

Deadwood, of Baltic pine and are well free from all defects.

The Deck and Hold Beams of Baltic pine The Breasthooks of B. Pine The Knees of Baltic Pine

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Baltic Pine
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Baltic pine

From the Light Water Mark to the Wales Baltic pine

The Wales and Black-strakes are Baltic pine The Topsides & Sheer-strakes Baltic pine

The Spirketting and Plank-sheers Baltic pine The Water-ways { Upper Deck Baltic pine

The Decks Baltic pine State of good Lower Deck Baltic pine

The Shifts of the Planking are not less than 6 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 thence between, and without step-butting, with few exceptions

Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic pine

The Ceiling, Lower Hold, and between Decks Baltic pine Shelf Pieces and Clamps Baltic pine

Fastenings.—To Hold Beams with four heavy pine knees standing obliquely downwards and bolts through ship's side and sidwards on the end beams.

Deck Beams fastened with two heavy pine knees on each end of beam, those knees are placed as above obliquely and their footings upon the hold beam waterways or spirketting bolts through ship's side and on side of beams with 6 bolts in each knee.

Number of Breasthooks five Pointers the fore of the Mast Head Crutches five

Butt End Bolts are of iron in the Bottom. 2 Bolts in each Butt End all through and clenched.

Bilge and Limber Strakes iron bolted through and clenched. Treenails of Regenford How Made planned

Thickstuff over Double Floors iron bolted through and clenched. General Quality of Workmanship good but rough

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Surveyor's Signature

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight, Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	210	1 1/2		1 1/2		Bowers	3	14 1/2		12	
2	Fore Top Sails,												
2	Fore Topmast Stay Sails,	Hempen Stream Cable	7 1/2	7 1/2		7 1/2							
1	Main Sails,	Hawser	120	6		6 1/2		Stream	1	5		5	
2	Main Top Sails,	Towlines											
	and of good quality, and	Warp	120	3 1/4				Kedges	2	2		2 1/2	
	Her Standing and Running Rigging	All of _____ quality.											

is sufficient in size and good in quality.

She has one Long Boat and two small ones

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

Order for Special Survey,

No. _____ Date _____

Order for Ordinary Survey,

No. _____ Date _____

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 } _____

General Remarks

Scraped bright from keel upwards upwards all round exposed timbers and airbourses exposed further the timbers by splitting out proper listings at first footboard all round and also below Deckbeam clamp on both sides and from stem to stern, found the timbers sound and in good condition drove out five iron nails and bolts for examination found good, split out 175 feet garboard on both sides and 63 feet of keel and the whole of the false keel introduced new oak keel and pine garboard well bolted through and well fastened refitted some spunk bolts, introduced additional bolts in the neck of Deckbeam knees, Caulked from keel to gunwal, coated with tar Ranged cables found good and sufficient, examined Windlass found Mainpeak sound, put a new pine false keel.

The vessel is of full form, straight in keel, flush Deck with two small houses for Cabin and Lodging of Crew on Deck

We consider this Vessel fit to carry dry and perishable Cargoes to and from all parts

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

If Sheathed, Doubled, Felted, or Coppered

tarred

When last done now

I am of opinion this Vessel should be Classed A 1 5 years from 1864

The Amount of the Fee.....£ 4 : is received by me,

Special£ 2 7 6

Certificate£ : 5

Committee's Minute 10th Nov 1868

Character assigned

A 1 for 5 years