

No. 2665 Survey held at Bristol Date 11 October 1863
 on the Barge "Arcadia" Master Francis Stephen
 Tonnage Old Built at Bristol When built 1863 Launched September 1863
 By whom built Charles Hill & Sons Owners C. Dawson
 Port belonging to London Destined Voyage Bristol to London, thence to Jamaica
 If Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	136	5	27	11		27	11	11	1					
Scantlings of Timber.														
TIMBER AND SPACE	27				27					4				
Floors	12	13	11	11						4				
1st Foothooks	10	12	10							4				
2nd Ditto	9	10	9							4				
3rd Ditto	9	10	9							4				
Top Timbers	8.8	8	6		8.4		5.4			4				
Deck } No 28 Average Space } 4 feet	9	9	7		8.2		7			4				
Deck Beams, length amidships	24									4				
Hold } No 19 Average Space } 3.9	12	12	10		11.4		9.4			4				
Hold Beams, length amidships	25				13		13			4				
Keel	12	16			5		6			4				
Scarp of Ditto	6				14		14			4				
Keelsons	14	15			6		0			4				
Scarp of Ditto	6									4				

Outside.		INCHES.		Inside.		INCHES.	
In Ship.	Required per Rule.	In Ship.	Required per Rule.	In Ship.	Required per Rule.	In Ship.	Required per Rule.
Garboard Strakes	4	3	3	Limber Strakes	4	3	3
Garboard to Bilge	4	3	3	Bilge Planks	4	3	3
Bilge Planks	4	3	3	Ceiling in Flat	3	3	3
Bilge to Wales	4	3	3	Ditto Bilge to Clamp	3	2	3
Wales	5.8	5.2	4	Hold Beam Clamps	7.5	3.2	4
Topsides	5.2	3	3	Deck Beam Ditto	8.2	2.2	2.1
Sheer Strakes	4.4	3	3	Ceiling 'twixt Decks	2.3	2	2
Plank Sheers	4	3	3	Hold Beam Shelves	See Clamps		
Water - Upper Deck	10x10	6		Deck Beam Ditto	do		
Ways - Lower Deck	5.5x2	2					
Ditto, faying surface against Timbers	6	6					
Upper Deck	3	3					

Heel-Knee, and Deadwood abaft	Copper or Iron		Transoms and throats of Hooks <th rowspan="2">Copper or Iron</th> <th rowspan="2">Inches required per Rule</th>	Copper or Iron	Inches required per Rule
	Inches in Ship.	Inches required per Rule			
Scarp of Keel	1.5	1.5	1.8	1.5	1.5
Keelson Bolts through Keel at each Floor	1.5	1.5	1.8	1.5	1.5
Bolts through Heels of Timbers against Deadwood	2	2	2.3	2.3	2.3
	8	8	2.4	2.3	2.3

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 4.8 Inches.

The Floors consist of Very Oak The First Foothooks of Very Oak
 The Second Foothooks of Very Oak The Third Foothooks and Top Timbers of Very Oak
 The Shifts of the First and Second Foothooks are not less than 4.6 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 well squared from the First Foothook Heads upwards, and very 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 3 of the entire moulding at that place.
 The Frame is well chocked with 0 Butt at each end of the chock. The Main piece of Rudder is Very Oak
 The Main Keelson is Very Oak & Greenheart and free from all defects. The Main piece of Windlass is Very Oak
 The Stem, and Stern Post, consist of Very Oak The Transoms, Aprons, Knight Heads, and
 Hawse Timbers of Very Oak Deadwood, of Very Oak and are free from all defects.
 The Deck and Hold Beams consist of Very Oak The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Very Oak
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Pitch Pine
 From the Light Water Mark to the Wales Very Oak & Greenheart
 The Wales and Black-strakes are Very Oak & Greenheart The Topsides Teak
 The Sheer-strakes and Plank-sheers Very Oak The Water-ways { Upper Deck Very Oak & Greenheart
 Lower Deck Very Oak
 Decks Yellow Pine State of Good

Shifts of the Planking are not less than 6 Feet 0 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 less than 3 between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Very Oak
 Ceiling, Lower Hold, and between Decks Very Oak & Greenheart Shelf Pieces and Clamps Greenheart

Fastenings.—To Hold Beams Eight pairs of Hanging Strees and Lodging
Strees in each Beam Space

Deck Beams Seven pairs of Hanging Strees and Lodging Strees in
each Beam Space

Number of Breasthooks Five Pointers one Crutches three
 Butts End Bolts are of Yellow Metal in the Bottom, and two Bolts in each Butt End through and clenched.

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Very Oak How Made turned
 Thickstuff over Double Floors Yellow Metal bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given
 Builder's Signature Charles Hill & Sons Surveyor's Signature Thomas Cougdon

PRS80-274

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
<u>one</u>	Fore Sails,	240	1 8	3	21.0.0
<u>Complete</u>	Fore Top Sails,	90	8		21.0.0
<u>cut</u>	Fore Topmast Stay Sails,	60	8		17.0.0
	Main Sails,	90	7	1	7.0.0
	Main Top Sails,	90	5		
	and <u>spare sails</u>				
	Her Standing and Running Rigging <u>Keup</u>				
	and <u>Reefing wire</u>				
	Her Standing and Running Rigging <u>Keup</u>				
	She has <u>one</u> Long Boat and <u>two others</u>				
	The present state of the Windlass is <u>Which</u>				
	<u>Capstans</u> and Rudder <u>good</u>				
	Pumps <u>two cast metal</u>				
	All of <u>good</u> quality.				

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 } Specially Surveyed
 2nd. When the Beams are put in, &c. }
 3rd. { When completed, and before the plank be painted or payed }

This Vessel has been Specially Surveyed, and built under a good Roof fulfilling the requirements of the Rules. The materials and fastenings throughout are equal to the Rules and of the best quality. Workmanship very good. She is Yellow Metalled over felt to Water. Ground tackle complete and of the best description. Testing of Bower Anchors proved to 18 tons for each of the 21 Cut anchors, and to 15 tons for the 17 Cut anchors produced. Also proof produced of Bower Chain tested to 34 Tons.

The "Acadia" is a good vessel in which the materials and fastenings are equal to the Rules for the 13 years grade, and as she has been built under a Roof and Deck etc. complied with to the entire exclusion of Iron bolts. I am of opinion she may be classed H A

Present condition of Caulking of Bottom, good Deck, good and Waterways good
 If Sheathed, Doubled, Felted, or Coppered Yellow metal over felt When last done September 1863

I am of opinion this Vessel should be Classed H A
 The Amount of the Fee.....£ 5 : : is received by me,
 Special£ 20:17:
 Certificate£ : :

Thomas Congdon
Surveyor

Committee's Minute 13th October 1863
 Character assigned A 1 for 14 Years

