

on the Brig Adolphe + Laura Master John Le Couteur

Tonnage under tonnage deck 153.33 Built at Nantes When built 1867 Launched Supposed June 6

Ditto of poop ^{half} ~~Cabin~~ or open deck 20 94 By whom built Ordreneau & Co Owners Beckmann & Burnett & Co

Tonnage for crew 44.40
 Total tonnage 178.67 Port belonging to London Destined Voyage Brazil

Is Surveyed while Building, Afloat, or in Dry Dock On Patent Slip, dubbed bright all over

Length as per section 39 ..		Feet.	Extreme Breadth Outside			Feet.	Depth of Hold		Feet.	Number of Decks	
Length of Keel		89 1/4	27 1/2			23	5 1/2		11	5 1/2 One	
		Feet.	Feet.			Feet.		Feet.		Feet.	
		89 1/4	27 1/2			23		5 1/2		11	
		89 1/4	27 1/2			23		5 1/2		11	
Scantlings of Timber.											
TIMBER AND SPACE											
Floors											
1 st Foothooks											
2 nd Ditto											
3 rd Ditto											
Top Timbers											
Deck Beams } No. 23											
Average Space } 2 ft 6 in											
Deck Beams, length amidships											
Hold Beams } No. -											
Average Space } -											
Hold Beams, length amidships											
Keel											
Scarphs of Ditto											
Keelsons											
Scarphs of Ditto											
Outside Plank.											
Garboard Strakes ..											
Garboard to Bilge ..											
Bilge Planks											
Bilge to Wales											
Wales											
Topsides											
Sheer Strakes											
Plank Sheers											
Water - Upper Deck											
Ways - Lower Deck											
Ditto, faying surface against Timbers ..											
Upper Deck											
Dimensions of Ship per Register,											
length 87 breadth 21 3/4 depth 11.8											
Inside Plank.											
Limber Strakes ...											
Bilge Planks											
Ceiling in Flat											
Ditto Bilge to Clamp											
Hold Beam Clamps ..											
Deck Beam Ditto ..											
Ceiling 'twixt Decks											
Hold Beam Shelves ..											
Deck Beam Ditto ..											

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, & Deadw'd abaft	-	1	1	Transoms and throats of Hooks	-	1/8	1/8	Hold Beam {	Waterway ..	-	-
Scarp's of Keel, N°. <u>4</u>	-	1 3/4	3/4	Arms of Hooks	-	3/4	3/4	Bolts in {	Knees	-	-
Keelson Bolts through Keel	-	1	1/8	Thro' Bilge & Limber Strakes	-	5/8	5/8		Shelf or Clamp	-	-
at each Floor	-	1	1/8	Thickstuff over Double Floors	-	5/8	5/8	Deck Beam {	Waterway ..	-	1 1/4
Bolts thro' Heels of Timbers	-	unseen		Butt End Bolts	-	5/8	5/8	Bolts in {	Knees	-	1 1/8
against Deadwood	-	unseen		Pintles of the Rudder	-	2 1/4	2		Shelf or Clamp	-	1 1/4
								Nails or Bolts in Flat of Deck	-	gal. Iron	
								Treenails 1 1/4 Inches	-	1	

The Floors consist of *French oak* The First Foothooks of *French oak*

The Second Footbooks of Do Do The Third Footbooks and Top Timbers of Do Do

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

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

The whole of the Frames are Cr ops 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. where seen

The Frame is chocked with Butt at each end of the chock. The Main piece of Rudder is Pine of Windlass is F Oak
The Keel is French Oak The Main Keelson is French Oak

The Reers French Oak The Main Reelson is French Oak and ~~the~~ free from all defects.

The Stem, and Stern Post of French Oak The Transoms, Knight Heads, Hayse Timbers

and Aprons of French Oak Deadwood, of French Oak and are all free from all defects,

The Deck and Hold Beams of French oak The Breasthooks of French oak The Knees of Iron

From the above named Height to the Light Water Mark } the Plank is French Oak
 or to the First Foothook Heads }

From the above named Height to the Light Water Mark French Van

From the Light Water Mark to the Wales Do Do

The Wales and Black-strakes are French oak The Topsides & Sheer-strakes French oak

The Spirketting and Plank-sheers French Oak The Water-ways } Upper Deck French Oak

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 5 Feet ²/₃ 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 3 ft 2 between, and without step-butting.

The Ceiling, Lower Hold, and between Decks *Greenheart & French oak* Shelf Pieces and Clamps *French oak*

Fastenings.—To Hold Beams

Deck Beams Secured by two thicknesses of waterway, scooped into their ends, also fastened

to the shelf pieces and further connected with the sides by hanging iron knees - nine pairs and twelve pairs of knee ribs - with 4 in square 4 1/2 ft L

each alternated to every other beam. ^{the men standing down low floor heads,}
Number of Breasthooks Three Pointers Two pairs Crutches One

Butt End Bolts are of Galvan Iron in the Bottom. — One Bolts in each Butt End is through and clenched.
 Bilge and Limber Strakes are bolted through and clenched. Treennails of 4" x 9" Oak are used. 1

Thickstuff over Double Floors is bolted through and clenched. General Quality of Workmanship very good - see above

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

Builder's Signature _____

Surveyor's Signature _____

Builder's Signature _____ Surveyor's Signature _____

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

Complete suit of
Boys Tails with
Hare Co.

She has SAILS.		CABLES, &c.		Fathoms.	Size.	Tested to, as per Certificate.	ANCHORS, &c.		No.	Weight, Ex. Stock.	Tested to, as per Certificate.
No.											
/	Fore Sails,	Chain	225	1 1/4	-	-	Bower,	3	unknown	-	-
/	Fore Top Sails,	Hempen Stream Cable ..	75	9	-	-					
/	Fore Topmast Stay Sails,	Hawser	75	4 1/2	-	-					
/	Main Sails,	Towlines	150	5 1/4	-	-	Stream,	1			
/	Main Top Sails,	Warp	75	3 1/2	-	-					
and Jibs, Staysails,		All of <u>Good</u> quality. Mooring chain					Kedge,	1			

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

She has One Long Boat and one Jolly Boat.

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Good.

Order for Special 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 }

Order for Ordinary Survey,

No. _____ Date _____

General Remarks

This vessel was built in France entirely of French Oak. She was elapsed in 'veritas' 9 years A. 1. 1. 3/4 and although somewhat differently proportioned in the thickness of Plank in one or two particulars from the English method of construction she is a good, strong and very well built vessel. The wales are higher than we put them and run up to the Plank sheer. She is chiefly fastened with Galvanized Iron bolt and dump with a moderate proportion of Treennails, extra treennails have been driven here and there for 5. Inner hanging Iron knees, and the Knee Riders have all been fastened with Iron. The deck shelf pieces and Clamps, as well as the wales have larger dimensions than is required. The beams also are very close and large. The first futtocks are worked with full moulding and their heels meet at the middle line on the keel. The timber stake or stake at the turn of bilge and one in the tween decks were entirely removed from end to end so as to expose the timbers completely for examination, and treennails were driven out where considered necessary when she was found perfectly sound and good and entirely free from rot and all the frame and planking exceedingly square and well wrought. The inside planking removed for examination is replaced with greenheart and the timber stakes are bolted through every floor. The butt bilge stakes are bolted through and clenched as per rule. The butt joints amidships exceed five feet but at the bow and stern they are not more than four feet and in one or two instances not quite so much as that apart and with two planks only between at. Though the whole will average five feet. Inside the butts in the ceiling are in several instances particularly towards the ends of the vessel too close varying from upwards of five feet down to three. To remedy and compensate for this so far as possible the introduction of Twelve pairs of hanging Iron Knee Riders was recommended also an additional pair of Iron pointers and these have been put in and well and securely fastened as are also the shorter Iron hanging knees. Being fastened with Galvanic and

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

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

I am of opinion this Vessel should be Classed _____

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

Special£ : :

Certificate£ : :

Committee's Minute 31st Decr 1869

Character assigned A - for 12 years MMS



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Lloyd's Register
Foundation

LRP-PUN-FAL132-0194-R(1/2)

No. Survey held at Date 18
on the Master
Tonnage under tonnage deck Built at When built Launched
Ditto of poop or spar deck By whom built Owners
Total tonnage Port belonging to Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel			IN SHIP. Moulded. Middle. Ends.			(Depth from limber-strakes to under side of lower deck beam			
Scantlings of Timber.			Outside Plank.			Dimensions of Ship per Register,			
TIMBER AND SPACE			Garboard Strakes ..			length .. breadth .. depth ..			
Floors			Garboard to Bilge ..			Inside Plank.			
1st Foothooks			Bilge Planks			In Ship. Inches. Required per Rule.			
2nd Ditto			Bilge to Wales			Limber Strakes ...			
3rd Ditto			Wales			Bilge Planks			
Top Timbers			Topsides			Ceiling in Flat			
Deck } No. Average } Beams } Space }			Sheer Strakes			Ditto Bilge to Clamp			
Deck Beams, length amidships			Plank Sheers			Hold Beam Clamps ..			
Hold } No. Average } Beams } Space }			Water- } Upper Deck			Deck Beam Ditto ..			
Hold Beams, length amidships			Ways } Lower Deck			Ceiling 'twixt Decks			
Keel			Ditto, faying surface			Hold Beam Shelves ..			
Scarphs of Ditto			against Timbers ..			Deck Beam Ditto ..			
Keelsons			Upper Deck						
Scarphs of Ditto									

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam } Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarphs of Keel, No.				Arms of Hooks				Bolts in } Knees			
Keelson Bolts through Keel				Thro' Bilge & Limber Strakes				Shelf or Clamp			
at each Floor				Thickstuff over Double Floors				Deck Beam } Waterway ..			
Bolts thro' Heels of Timbers				Butt End Bolts				Bolts in } Knees			
against Deadwood				Pintles of the Rudder				Shelf or Clamp			
								Nails or Bolts in Flat of Deck			
								TreenailsInches			

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

The Floors consist of _____ The First Foothooks of _____

The Second Foothooks of _____ The Third Foothooks and Top Timbers of _____

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

The rest of the Shifts of the Frame are _____

The Frame is _____ squared from First Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____

The _____ Frames are _____ bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.

The Frame is _____ chocked with _____ Butt at each end of the chock. The Main piece of Rudder is _____ of Windlass is _____

The Keel is _____ The Main Keelson is _____ and _____ free from all defects.

The Stem, and Stern Post of _____ The Transoms, Knight Heads, Hawse Timber and Aprons of _____ Deadwood, of _____ and are _____ free from all defects.

The Deck and Hold Beams of _____ The Breasthooks of _____ The Knees of _____

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

From the above named Height to the Light Water Mark _____

From the Light Water Mark to the Wales _____

The Wales and Black-strakes are _____ The Topsides & Sheer-strakes _____

The Spirketting and Plank-sheers _____ The Water-ways { Upper Deck _____
Lower Deck _____

The Decks _____ State of _____

The Shifts of the Planking are not less than _____ 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 _____ between, and without stepping.

Planking Inside.—The Limber-strakes and Bilge-strakes are _____

The Ceiling, Lower Hold, and between Decks _____ Shelf Pieces and Clamps _____

Fastenings.—To Hold Beams _____

Deck Beams _____

Number of Breasthooks _____ Pointers _____ Crutches _____

Butt End Bolts are of _____ in the Bottom. _____ Bolts in each Butt End _____ through and clenched.

Bilge and Limber Strakes _____ bolted through and clenched. Treenails of _____ How Made _____

Thickstuff over Double Floors _____ bolted through and clenched. General Quality of Workmanship _____

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 _____ condition, and sufficient in size and length.

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Size.	Tested to. as per Certificate.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Tested to. as per Certificate.
	Fore Sails,	Chain				Bower,			
	Fore Top Sails,	Hempen Stream Cable ..							
	Fore Topmast Stay Sails,	Hawser							
	Main Sails,	Towlines				Stream,			
	Main Top Sails,	Warp							
	and	All of _____ quality.				Kedge,			

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

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

Order for Special 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 } _____

Order for Ordinary Survey,

No. _____ Date _____

General Remarks

Adolphe & Laura. Continued.
and common iron and it being determined by the Owner to sheath her with yellow metal. She has been wood sheathed from keel to topsides with 1 1/2" yellow pine, on felt and fastened with yellow metal nail, then sheathed over that with yellow metal.

Her equipments are very good and in considerable excess of the requirements of the Rules, but the Cables and Anchors have to be tested as required this the Owner has undertaken to have done in London and to forward the necessary Certificates of proof to the Secretary when ready, this she will doubtless do.

All the requirements of the Rules, particularly those of Section 57, referred to in the letter from the Secretary to the Local Surveyor dated Oct. 1869 authorizing the holding the desired ^{Special} Survey on this vessel - having been fully carried out and she being a thoroughly good and sound one and well equipped we are of opinion that she is worthy the favorable consideration of the Committee and of the highest Class the Rules will allow such a vessel to have.

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

If Sheathed, Doubled, Felted, ~~or Coppered~~ wood on felt & metal When last done Decr 1869

I am of opinion this Vessel should be Classed as above recommended

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ : :

Certificate£ : 2 : 6.

Dec 21/69 *Mc*

Committee's Minute _____ 18 _____

Character assigned _____

J. H. Thomas.

R. H. H. H.



Lloyd's Register
Foundation