

No. 1159 Survey held at *Nau des pins* Date *February 26* 1864  
on the *St. Maurice-Lad.* Master *John Gaudin.*  
Tonnage Old Built at *Leray* When built *1864* Launched *11th Dec 1864.*  
By whom built *Matthew Valpy* Owners *J. & F. de St. Omer.*  
Port belonging to *Leray* Destined Voyage *Leray to*  
If Surveyed while Building, Afloat, or in Dry Dock *White Building* + See Note annexed

Length aloft			Extreme Breadth Outside			Depth of Hold		
* 100			* 20			* 11		
Feet.			Inches.			Feet.		
IN SHIP.			REQUIRED PER RULE.			IN SHIP.		
Moulded.			Moulded.			Required per Rule.		
Sided.			Sided.			Sided.		
Middle.			Middle.			Middle.		
Ends.			Ends.			Ends.		
Timber.			Timber.			Timber.		
Timber and Space			Timber and Space			Timber and Space		
Floors			Floors			Floors		
1st Foothooks			1st Foothooks			1st Foothooks		
2nd Ditto			2nd Ditto			2nd Ditto		
3rd Ditto			3rd Ditto			3rd Ditto		
Top Timbers			Top Timbers			Top Timbers		
Deck } N <sup>o</sup> 22 Average Space } 3 1/2 8 ins			Deck } N <sup>o</sup> 22 Average Space } 3 1/2 8 ins			Deck } N <sup>o</sup> 22 Average Space } 3 1/2 8 ins		
Deck Beams, length amidships			Deck Beams, length amidships			Deck Beams, length amidships		
Hold } N <sup>o</sup> — Average Space }			Hold } N <sup>o</sup> — Average Space }			Hold } N <sup>o</sup> — Average Space }		
Hold Beams, length amidships			Hold Beams, length amidships			Hold Beams, length amidships		
Keel			Keel			Keel		
Scarphs of Ditto			Scarphs of Ditto			Scarphs of Ditto		
Keelsons			Keelsons			Keelsons		
Scarphs of Ditto			Scarphs of Ditto			Scarphs of 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		
Heel-Knee, & Deadw'd abaft			Heel-Knee, & Deadw'd abaft			Heel-Knee, & Deadw'd abaft		
Scarphs of Keel, N <sup>o</sup> 6			Scarphs of Keel, N <sup>o</sup> 6			Scarphs of Keel, N <sup>o</sup> 6		
Keelson Bolts through Keel at each Floor			Keelson Bolts through Keel at each Floor			Keelson Bolts through Keel at each Floor		
Bolts thro' Heels of Timbers against Deadwood			Bolts thro' Heels of Timbers against Deadwood			Bolts thro' Heels of Timbers against Deadwood		
Transoms and throats of Hooks			Transoms and throats of Hooks			Transoms and throats of Hooks		
Arms of Hooks			Arms of Hooks			Arms of Hooks		
Thro' Bilge & Limber Strakes			Thro' Bilge & Limber Strakes			Thro' Bilge & Limber Strakes		
Thickstuff over Double Floors			Thickstuff over Double Floors			Thickstuff over Double Floors		
Butt End Bolts			Butt End Bolts			Butt End Bolts		
Pintles of the Rudder			Pintles of the Rudder			Pintles of the Rudder		
Hold Beam Bolts in			Hold Beam Bolts in			Hold Beam Bolts in		
Waterway			Waterway			Waterway		
Knees			Knees			Knees		
Shelf or Clamp			Shelf or Clamp			Shelf or Clamp		
Deck Beam Bolts in			Deck Beam Bolts in			Deck Beam Bolts in		
Waterway			Waterway			Waterway		
Knees			Knees			Knees		
Shelf or Clamp			Shelf or Clamp			Shelf or Clamp		
Nails or Bolts in Flat of Deck			Nails or Bolts in Flat of Deck			Nails or Bolts in Flat of Deck		
Treenails			Treenails			Treenails		

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

The Floors consist of *English Oak.* The First Foothooks of *English 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 *—* N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are *—*

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

The Frames are *all* 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 *1/8* of the entire moulding at that place.

The Frame is *well* chocked with *a* Butt at each end of the chock. The Main piece of Rudder is *English Oak* of Windlass is *Leray Oak.*

The Keel is *American Red Elm* & *English Elm.* The Main Keelson is *Continental White Oak*, and *—* free from all defects.

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

and Aprons of *English Oak.* Deadwood, of *English Oak* & *—* and are *—* free from all defects.

The Deck and Hold Beams of *English Oak* & *Leray Oak.* The Breasthooks of *Leray* The Knees of *Iron & English Oak.*

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is *Red pine, kiln-dried strakes*  
or to the First Foothook Heads } *American Black Elm.*

From the above named Height to the Light Water Mark *Red pine.*

From the Light Water Mark to the Wales *Red pine.*

The Wales and Black-strakes are *Continental White Oak* The Topsides & Sheer-strakes *Oak, White Oak.*

The Spirketting and Plank-sheers *Oak, White Oak.*

The Decks *Red pine.* The Water-ways { Upper Deck *Red pine.*  
Lower Deck *—*

The Shifts of the Planking are not less than *5* Feet *0* Inches. State of *Good.*

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought *three* between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are *ceding in the flat—Oak—A strake of Red pine*

The Ceiling, Lower Hold, and between Decks *Red pine* Shelf Pieces and Clamps *Red pine.*

Fastenings.—To Hold Beams

Deck Beams *Waterway, shelf, Iron lagging knees amidships, wood and lagging*

*Knees of English Oak forward and aft, and a pair of Iron lagging knees.*

Number of Breasthooks *Five* Pointers *—* Crutches *—*

Butt End Bolts are of *Yellow Metal* in the Bottom: *1/2* the 2 Bolts in each Butt End *are* through and clenched.

Bilge and Limber Strakes *are* bolted through and clenched. Treenails of *English Oak* How Made *Planed.*

Thickstuff over Double Floors *1 1/2* footbolts met at the middle line. General Quality of Workmanship *Good.*

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

Builder's Signature *Matthew Valpy* Surveyor's Signature *William A. Goss.*



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

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.	Inches.	No.	Weight.
	Fore Sails,	Chain <i>Tested to 15 tons</i> .....	180	1	
	Fore Top Sails,	Hempen Stream Cable .....	105	7	
	Fore Topmast Stay Sails,	Hawser <i>Chain</i> .....	90	$3\frac{1}{4}$	
	Main Sails,	Towlines .....	105	6	
	Main Top Sails,	Warp .....			
and	<i>Others as usual</i>	All of <i>Good</i> quality.			

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

She has 184 Long Boat and \_\_\_\_\_

The present state of the Windlass is Good Capstan Winch & Rudder Good Pumps Good

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>3<sup>rd</sup> January 1863</u>	} Specially surveyed
2nd.	When the Beams are put in, &c.	<u>24<sup>th</sup> February</u>	
3rd.	{ When completed, and before the plank be painted or payed }	<u>9<sup>th</sup> January 1864</u>	} During construction

The materials used in her construction are of good quality, and the workmanship is good. The bridge & butt heads are yellow metal all other fastenings are Iron.

Four pieces have been cut out from the bottom  
to test the condition of the caulking which proved good.

Extract from Mr Bonniwell's letter, dated Southampton, 3 March 1844.  
The yellow metal bolts, used in the "Harvest Maid" built by Mr Talpy, Jersey, extended to the valves, the dimensions of the vessel Mr Talpy will forward. —

Present condition of Caulking of Bottom, *new & good* Deck, *do* and Waterways *do*

If Sheathed, Doubled, Felted, or Coppered S.A.P. Ym an Feet to the wood line When last done Feb 1864

I am of opinion this Vessel should be Classed 8-A 1.

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

Special .....£ 6 : 19 : "

Certificate . . . . £ 2 2

Cashiro G. 10:3

Committee's Minute 1<sup>st</sup> March 1804

Character assigned A 1 by 8 Yrns

certificates to be sent to  
Mr. Mathew Vaeny Ship Board  
St. Helens Jersey.