

No. 1197 Survey held at Sursey Date July 1864 to Feb 9 1865
on the "Hoopoe" Master J. F. Gort
Tonnage Old Built at Sursey When built 1865 Launched 2nd Dec 1864
By whom built J. C. Clarke Owners H. Nicholson & Co
Port belonging to Sursey Destined Voyage Coasting
Surveyed while Building, Afloat, or in Dry Dock

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.	Depth of Hold			Feet.	Inches.										
	75.			20.				10.				20.														
	Sided,	Middle.	Ends.	Sided,	Middle.	Ends.		Sided,	Middle.	Ends.		Sided,	Middle.	Ends.												
Scantlings of Timber.																										
TIMBER AND SPACE	19	19	19	100	100	100	Outside.	20	20	20	Thickness of Plank.															
Floors	1/2	1/2	1/2	1/2	1/2	1/2		Inches.	Required per Rule.	Inside.																
1 st Foothooks	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2				In Ship.	Required per Rule.	Inches.														
2 nd Ditto	6	6 1/2	6	6	6	6						In Ship.	Required per Rule.	Inches.												
3 rd Ditto	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4								In Ship.	Required per Rule.	Inches.										
Top Timbers	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4										In Ship.	Required per Rule.	Inches.								
Deck } No 18	Average } 8 1/6	Space }	1/2	1/4	6													3 1/4	3 1/2	3 1/2	Inches.					
Beams }																		2 3/4	2 1/2	2 1/2	Inches.					
Deck Beams, length amidships	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4	18 1/4												2 3/4	2 1/2	2 1/2	Inches.					
Hold } No	Average }	Space }																2 1/2	2 1/4	2 1/4	Inches.					
Beams }																		2 1/2	2 1/4	2 1/4	Inches.					
Hold Beams, length amidships																					Inches.					
Keel	9	11	9	9	9	9															Inches.					
Scarps of Ditto	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2															Inches.					
Keelsons	11	11	11	11	11	11															Inches.					
Scarps of Ditto	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2															Inches.					
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.																										
Heel-Knee, & Deadwood abaft	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	Transoms and throats of Hooks											1 1/8	1 1/8	1 1/8	Hold Beam	Waterway				
Scarp of Keel, No 6	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8		1 1/8	1 1/8									1 1/8	Bolts in							
Keelson Bolts through Keel	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8		1 1/8	1 1/8	1 1/8	Knees															
at each Floor	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8		1 1/8	1 1/8	1 1/8	Shelf or Clamp															
Bolts thro' Heels of Timbers	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8		1 1/8	1 1/8	1 1/8	Waterway															
against Deadwood	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	Arms of Hooks	1 1/8	1 1/8	1 1/8	Deck Beam	Knees														
								1 1/8	1 1/8	1 1/8		Bolts in														
								1 1/8	1 1/8	1 1/8		Shelf or Clamp														
							Thro' Bilge & Limber Strakes	1 1/8	1 1/8	1 1/8	Nails or Bolts in Flat of Deck	Treenails														
								1 1/8	1 1/8	1 1/8		1...Inches														
							Thickstuff over Double Floors	1 1/8	1 1/8	1 1/8																
								1 1/8	1 1/8	1 1/8																
							Butt End Bolts	1 1/8	1 1/8	1 1/8																
								1 1/8	1 1/8	1 1/8																
							Pintles of the Rudder	1 1/8	1 1/8	1 1/8																
								1 1/8	1 1/8	1 1/8																

Timbering.—The Space between the Floor Timbers and Lower Foothooks is _____ Inches. The Space between the Top-Timbers is _____ 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 (a few French) oak
The Shifts of the First and Second Foothooks are not less than 1 1/8 to 1 1/2 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 _____ free from sap, and from thence downwards, the frame is well squared.
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 1/3 of the entire moulding at that place.
The Frame is well choiced with _____ Butt at each end of the choick. The Main piece of Rudder is 1/4 oak of Windlass is 1/4 oak
The Keel is well squared The Main Keelson is 1/4 oak and _____ free from all defects.
The Stem, and Stern Post of French oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of French oak Deadwood, of well squared and are _____ free from all defects.
The Deck and Hold Beams of Baltic & 1/4 oak The Breasthooks of oak & iron The Knees of oak & iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Baltic Red Pine (English) (Dutch)
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Baltic Red Pine
From the Light Water Mark to the Wales Baltic Red Pine
The Wales and Black-strakes are French & Baltic oak The Topsides & Sheer-strakes French oak & Baltic oak
The Spiking and Plank-sheers French oak & Red Pine The Water-ways { Upper Deck French oak
Lower Deck French oak
The Decks Yellow Pine State of Good
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-butt.

Planking Inside.—The Limber-strakes and Bilge-strakes are French and Baltic oak
The Ceiling, Lower Hold, and between Decks Baltic Red Pine Shelf Pieces and Clamps Baltic Red Pine
Fastenings.—To Hold Beams _____

Deck Beams 9 Beams forward & 4 to abaft are fitted with Double Wood Rodding Pieces
The Remainder of Beams amidships are fitted with 9 pairs Iron Rodding Pieces, and 1 pair Iron Hanging Piece
Number of Breasthooks Two Pointers Two Crutches Two
Butt End Bolts are of Yellow Metal in the Bottom: Two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of French oak How Made Turned
Thickstuff over Double Floors are 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 J. C. Clarke Surveyor's Signature Henry J. Foxell

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 .		Specd. Proof. Tons.	Fathoms. Inches.	Proof. Tons	N ^o . Weight.
<i>One boat Complete</i>	Fore Sails,	Chain } 13. 15. 0	45. 48	Bower, P. 6. 0	1. 6. 0. 2
	Fore Top Sails,	13. 15. 0	45. 48	8. 2. 3	1. 5. 3. 9
	Fore Topmast Stay Sails,	Hempen Stream Cable 50	50 52	Stream, 2. 2. 11	
	Main Sails,	Hawser 50	50 52	Kedge, 1. 0. 5	
	Main Top Sails,	Towlines 50	50 52		
and		Warp 50	50 52		
		All of quality.			

Her Standing and Running Rigging Ships / Wire stays sufficient in size and Good in quality.

She has One Long Boat and

The present state of the Windlass is Pat. Good Capstan Ortimish Rudder and Purups 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>31st August, 1864</u>
	2nd. When the Beams are put in, &c.	<u>1st October "</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>1st December 1864.</u>



This vessel has been built under Special Survey of Good Materials, as specified by Tables, for the 8 Years Grade - but has the whole of her outside planking, as well as the Beels of Cant Timbers against the Deadwood, fastened with yellow Metal Bolts to the total exclusion of Iron - Pieces cut out of planking to test caulking - Anchors and chains tested at the Jersey Public Machine, and Proof Certificates produced -

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

Is Sheathed, ~~Boasted~~, Felted, or Coppered with Yellow Metal to 42 feet When last done

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

The Amount of the Fee £ 1 : - : is received by me,

Special £ 5 : - :

Certificate £ : - :

Committee's Minute 28th February 1865

Character assigned A 1 for 8 Years



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