

No. 1253 Survey held at Sersey Date 31<sup>st</sup> March Recd 5/4/86 1253  
on the K. Evangeline Master Adams 18 66

Tonnage under tonnage deck \_\_\_\_\_ Built at Sersey When built 1866 Launched 17<sup>th</sup> March  
Ditto of poop \_\_\_\_\_ or spar deck \_\_\_\_\_ By whom built D. Le Veroute & Co Owners G. N. de Guesne  
Total tonnage 447 - 1/100 Port belonging to Sersey Destined Voyage Manilla  
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 .....	138	5 1/10	27 1/10	9 1/10	17 1/10	10 feet			one
<b>Scantlings of Timber.</b>									
TIMBER AND SPACE .....	28 1/2	13	28 1/2	13	13 1/2	<b>Outside Plank.</b>			
Floors .....	12 1/2	13	13 1/2	13 1/2	13 1/2	In Ship. Required Rule.			
1 <sup>st</sup> Foothooks .....	10 1/2	11	10 1/2	10 1/2	10 1/2	Garboard Strakes ..			
2 <sup>nd</sup> Ditto .....	9 1/2	10 1/2	9 1/2	9 1/2	9 1/2	Garboard to Bilge ..			
3 <sup>rd</sup> Ditto .....	8 1/2	9 1/2	8 1/2	8 1/2	8 1/2	Bilge Planks .....			
Top Timbers .....	8 1/2	9 1/2	8 1/2	8 1/2	8 1/2	Bilge to Wales ....			
Deck } N <sup>o</sup> 22 Average } 4 1/2	9 1/2	10	8 1/2	7 1/2	8 1/2	Wales .....			
Beams } 8 1/2 Average } 8 1/2	13	12	10	11 1/2	11 1/2	Topsides .....			
Deck Beams, length amidships ....	35 1/2					Sheer Strakes .....			
Hold } N <sup>o</sup> 16 Average } 8 1/2	13	12	10	11 1/2	11 1/2	Plank Sheers .....			
Beams } 8 1/2 Average } 8 1/2	13	12	10	11 1/2	11 1/2	Water } Upper Deck			
Deck Beams, length amidships ....	25					Ways } Lower Deck			
Keel .....	13	14	13 1/2	13 1/2	13 1/2	Ditto, faying surface			
Carphs of Ditto .....	5 1/10					against Timbers ..			
Keelsons .....	14	15	14 1/2	14 1/2	14 1/2	Upper Deck .....			
Carphs of Ditto .....	6 1/3								

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.
Keel-Knee, & Deadw'd abaft	1 1/4	1 1/4	Transoms and throats of Hooks	1 1/8	1 1/8	Hold Beam		
Carphs of Keel, N <sup>o</sup> 8	1 1/8	1 1/8	Arms of Hooks .....	1 1/8	1 1/8	Bolts in		
Keelson Bolts through Keel	1 1/8	1 1/8	Thro' Bilge & Limber Strakes	1 1/8	1 1/8	Waterway ..		
at each Floor .....	1 1/8	1 1/8	Thickstuff over Double Floors	1 1/8	1 1/8	Knees .....		
Bolts thro' Heels of Timbers	1 1/8	1 1/8	Butt End Bolts .....	1 1/8	1 1/8	Shelf or Clamp		
against Deadwood .....	1 1/8	1 1/8	Pintles of the Rudder .....	1 1/8	1 1/8	Waterway ..		
						Knees .....		
						Shelf or Clamp		
						Nails or Bolts in Flat of Deck		
						Treenails ....		

Planking Outside.—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 Timbers, \_\_\_\_\_

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 \_\_\_\_\_

The Decks \_\_\_\_\_ State of \_\_\_\_\_ Lower Deck \_\_\_\_\_

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 step-butting.

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 \_\_\_\_\_

Butt End Bolts are of \_\_\_\_\_ in the Bottom. \_\_\_\_\_ Bolts in each Butt End \_\_\_\_\_

Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of \_\_\_\_\_

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 Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, &c.			
N <sup>o</sup> .		Fathoms.	Size.	Tested to. as per Certificate.	N <sup>o</sup> .	Weight. Ex. Stock.	Tested to. as per Certificate.
complete Sails the top sails and the sails as usual and	Fore Sails,	Chain .....	240	1 1/2	40. 10. 0	Bower, .....	1 17. 3. 0. 78. 16. 1
	Fore Top Sails,	Chain Hempen Stream Cable ..	75	3/8			1 17. 1. 14. 18. 10. 3
	Fore Topmast Stay Sails,	Hawser .....	80	6			1 16. 1. 0. 17. 11. 3
	Main Sails,	Towlines .....	80	9		Stream, .....	1 6. 2. 0
	Main Top Sails,	Warp .....	120	5		Kedge, .....	1 4. 0. 0
	All of <u>Good</u> quality.					1 1. 2. 14	
Her Standing and Running Rigging <u>Wire, and Hemp</u> sufficient in size and <u>Good</u> in quality.							
She has <u>One</u> Long Boat and <u>Two others</u>							
The present state of the Windlass is <u>Pat Good</u> { Capstan <u>Good</u> Rudder <u>and</u> Pumps <u>Good</u> } <u>80 Whinch</u>							

No. \_\_\_\_\_ Date \_\_\_\_\_

No.      Date

held while building,

2nd. When the Beams are put in. &c. 31 July 1865

2nd. When the Beams are put in, &c. 31 July 1865

3rd, { When completed, and before the } plank be painted or payed } 30 Nov 1865

and at various other dates -

## General Remarks

Build under Special Survey of Good Materials, as required by Table A, for the 9 Years Grade - The whole of the external Bolt fastenings and the bolts in Keels of Cant Timbers, against the Deadwood, being of Yellow Metal, to the total exclusion of Iron, with the exception of Chain and preventer bolts, which are Galvanized -

3  
Pieces cut out of Bottom Planking, to test caulking -  
Scarpings of Keelson, not quite in accordance with Rule for  
Sommage - but fitted as if for Rider Keelson. Sister Keelsons  
being afterwards substituted -

The exceptions to Shifts of Plain Ring, as mentioned in the body of this Report - were made the Subject of correspondence, dated 15<sup>th</sup> to 18<sup>th</sup> Sept. 1865. and arranged accordingly - the butts being satisfactorily bolted -

Anchors & Chains tested and proof certificates produced, for  
Anchors, from Sunderland. for Chains from Lersey & Rotherlow.

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

If Sheathed, Doubled, Felted, or Coppered With Yettelac to 16 1/2 feet When last done chrom

I am of opinion this Vessel should be Classed 10. A. 1

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special ..... £22 : 1 : 0

Certificate . . . . £        :        :

Committee's Minute *6<sup>th</sup> April* 18*66*

*Character assigned*