

No. 1 Survey held at London Date 3<sup>d</sup> and 13<sup>th</sup> Aug 1853  
 on the Ship "Haguenoot" of Holloman Master M. Dantre  
 Tonnage New 162 Built at Maulmain When built 1853 Launched Sept 1852  
 By whom built Thos. W. Glasdon Owners J. Dantre  
 Port belonging to London Destined Voyage Madras  
 If Surveyed while Building, Afloat, or in Dry Dock Constructors dry Dock

Length aloft	Feet. Inches. <u>117 8</u>	Extreme Breadth	Feet. Inches. <u>34 0</u>	Depth of Hold	Feet. Inches. <u>23 0</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Room and Space	Feet. Inches. <u>50</u>	Moulded	Feet. Inches. <u>5</u>	Outside.	Feet. Inches. <u>5</u>
Floors	Feet. Inches. <u>13</u>	"	Feet. Inches. <u>5</u>	Inside.	Feet. Inches. <u>5</u>
1 <sup>st</sup> Foothooks	Feet. Inches. <u>13</u>	"	Feet. Inches. <u>5</u>	Keel to Bilge	Feet. Inches. <u>5</u>
2 <sup>nd</sup> Ditto	Feet. Inches. <u>13</u>	"	Feet. Inches. <u>5</u>	Bilge Planks	Feet. Inches. <u>5</u>
3 <sup>rd</sup> Ditto	Feet. Inches. <u>13</u>	"	Feet. Inches. <u>5</u>	Bilge to Wales	Feet. Inches. <u>5</u>
Top Timbers	Feet. Inches. <u>13</u>	"	Feet. Inches. <u>5</u>	Wales	Feet. Inches. <u>5</u>
Deck Beams N <sup>o</sup> 23	Average Space <u>4 1/2</u>	"	Feet. Inches. <u>5</u>	Short Hoods	Feet. Inches. <u>5</u>
Hold Beams N <sup>o</sup> 23	Average Space <u>4 1/2</u>	"	Feet. Inches. <u>5</u>	Topsides	Feet. Inches. <u>5</u>
Keel	Feet. Inches. <u>11</u>	"	Feet. Inches. <u>5</u>	Sheer Strakes	Feet. Inches. <u>5</u>
Keelsons	Feet. Inches. <u>11</u>	"	Feet. Inches. <u>5</u>	Plank Sheers	Feet. Inches. <u>5</u>
Scarpas of Ditto	Feet. Inches. <u>11</u>	"	Feet. Inches. <u>5</u>	Water-Ways	Feet. Inches. <u>5</u>
			Feet. Inches. <u>5</u>	Upper Deck	Feet. Inches. <u>5</u>

**Size of Bolts in Fastenings, distinguishing whether Copper or Iron.**

Heel-Knee, and Deadwood abaft	Copper. Inches. <u>1 1/2</u>	Iron. Inches. <u>1 1/2</u>	Transoms and throats of Hooks	Copper. Inches. <u>1 1/2</u>	Iron. Inches. <u>1 1/2</u>	Lower Pintle of the Rudder	Copper. Inches. <u>4</u>	Iron. Inches. <u>1 1/2</u>
Scarpas of Keel.....N <sup>o</sup> 10	Copper. Inches. <u>1 1/2</u>	Iron. Inches. <u>1 1/2</u>	Arms of Hooks	Copper. Inches. <u>1 1/2</u>	Iron. Inches. <u>1 1/2</u>	Hold Beam	Copper. Inches. <u>1 1/2</u>	Iron. Inches. <u>1 1/2</u>
Floor Timber Bolts	Copper. Inches. <u>1 1/2</u>	Iron. Inches. <u>1 1/2</u>	Bolts thro' Bilge & Limber Strakes	Copper. Inches. <u>1</u>	Iron. Inches. <u>1</u>	Deck Beam	Copper. Inches. <u>1 1/2</u>	Iron. Inches. <u>1 1/2</u>
Kelson ditto	Copper. Inches. <u>1 1/2</u>	Iron. Inches. <u>1 1/2</u>	Butt End Bolts	Copper. Inches. <u>1</u>	Iron. Inches. <u>1</u>			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 50 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, consist of Scotch the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Scotch and are free from all defects. The Floors consist of Scotch The First Foothooks of Scotch Timber. The Second Foothooks of Scotch The Third Foothooks of Scotch The Top Timbers of Scotch 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 square where seen The Frame is square squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is square where seen The alternate Frames are where seen bolted together to the Gunwale. where seen 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 Keelson is Scotch and free from all defects. The False Keelson is Scotch The Deck Beams consist of Scotch The Hold Beams of Scotch The Knees of Scotch

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Scotch From the above named Height to the Light Water Mark Scotch From the Light Water Mark to the Wales Scotch The Wales and Black-strakes are Scotch The Topsides Scotch The Sheer-strakes Scotch and Plank-sheers Scotch The Water-ways Scotch The Decks Scotch State of Scotch The Shifts of the Planking are not less than 4 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 Scotch

**Planking Inside.**—The Limber-strakes are Scotch the Bilge Planks Scotch The Ceiling, Lower Hold, Scotch Between Decks Scotch Shelf Pieces Scotch Clamps Scotch

**Fastenings.**—To Hold Beams Scotch Shelf Pieces and bow hanging pieces to each beam

Deck Beams Scotch Shelf Pieces and bow hanging pieces to each beam

Number of Breasthooks Five Points Two Crutches Two

Butts End Bolts are of Scotch in the Bottom, and Scotch Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Scotch bolted through and clenched. Treenails of Scotch Scotch

General Quality of Workmanship is good

We certify that the preceding is a correct description of the above-named Vessel, Surveyor's Signature M. W. S. J. J. J.  
 Builder's Signature Thos. W. Glasdon

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

18438. Len.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
<u>Two</u>	Fore Sails,	Chain .....	<u>300</u> <u>1 3/4</u>	<u>3</u>	<u>2<sup>6</sup> and two 8<sup>lb</sup></u>
<u>Two</u>	Fore Top Sails,	Hempen Stream Cable .....			
<u>Two</u>	Fore Topmast Stay Sails,	Hawser .....	<u>90</u>	<u>1</u>	
<u>Two</u>	Main Sails,	Towlines .....	<u>40</u>		
<u>Two</u>	Main Top Sails,	Warp .....	<u>90</u>	<u>2</u>	
and		All of <u>good</u> quality.			

Her Standing and Running Rigging Hemp & Iron sufficient in size and Good in quality.

She has One Long Boat and One Solly Boat a furnace & Gig

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

**General Remarks—Statement and Date of Repairs.**

This Ship being very substantially built and well bound with sister keelsons. Shelf pieces. Iron hanging knees and heavy clamps fore and aft in the lower hold to which the Bolop beams are secured with iron bolging threes. The thick stuff at the bilges being well through bolted and clamped. The outside planking on bottom chummed and sheathed with inch Teak under the yellow metal. The Committee has under the above circumstances at the request of the Owner exempted her from having the Iron binders put in at the present be required by the Rules. The deck below the Hold beams being 14 feet 10 inches

Hence not present

If Sheathed, Doubled, Felted, or Coppered South Sheathing & Watertight When last done 1852

I am of opinion this Vessel should be Classed A1 for 15 years

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

Special .....£ 2 : 2 : -

Certificate (if required) .....£ : 10 : -

Committee's Minute 9th May 1853

Character assigned A1

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Lloyd's Register  
15th May 1853  
13th Dec 1853  
J.E.