

Survey held at *Charente*. Date first Survey *1 November* Last Survey *8 November* 187*1*
Brick & Coal Master *Chauvin*
 Tonnage under Tonnage Deck *285 tonneaux*
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop, or Raised Or. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *285 tonneaux*
 Crew Space, as per Rule *15 tonneaux*
 Register Tonnage, out on Beam *160 tonneaux*
 Engine Room
 Register Tonnage, as a Steamer, }
 out on the Beam }

Built at When built Launched *Sept. 1855*
 By whom built *Jouanneau* Owners *Darlan*
 Port belonging to *de Bordeaux* Destined Voyage *Antilles*
 If Surveyed while Building, Afloat, or in Dry Dock *Sept. pendant sa construction*

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside ..	Feet.	Inches.	Depth of Hold....	Feet.	Inches.	Number of Decks
Length of Keel	25 ^m	60 c.	IN SHIP. Moulded.	3	7	00			1
Scantlings of Timber.			REQUIRED PER RULE.		Dimensions of Ship per Register,				
TIMBER AND SPACE.....			Middle.	Ends.	length 27 ^m breadth 7 ^m depth 3.700				
Floors	220 ^m X 270 ^m				Inside Plank.				
1 st Foothooks	180				In Ship. Required per Rule.				
2 nd Foothooks	160				Limber Strakes 0,060 ^m				
3 rd Foothooks	140				Bilge Planks 0,090				
Top Timbers					Ceiling in Flat..... 0,060				
Deck } N ^o Average } Beams } Space }	1 ^m				Ditto Bilge to Clamp 0,060				
Deck Beams, length amidships ..					Hold Beam Clamps..				
Hold } N ^o Average } Beams } Space }					Deck Beam Ditto .. 220 X 220				
Hold Beams, length amidships ..					Ceiling 'twixt Decks				
Keel	250 X 340				Hold Beam Shelves ..				
Scarp of Ditto	1 ^m X 800 ^m				Deck Beam Ditto....				
Keelsons	1, 800								
Scarp of Ditto	1, 800								
Size of Bolts in Fastenings distinguishing whether German or English.									

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			Transoms and throats of Hooks			Hold Beam		
Scarp of Keel, N ^o . 4	<i>cuir rouge.</i>		Arms of Hooks	<i>cuir & fer</i>		Bolts in		
Keelson Bolts through Keel	<i>fer.</i>		Thro' Bilge and Limber Strakes	<i>cuir</i>		Waterway		
at each Floor	<i>fer.</i>		Thickstuff over Double Floors	<i>cuir et fer</i>		Knees		
Bolts thro' Heels of Timbers	<i>fer.</i>		Butt End Bolts	<i>" "</i>		Shelf or Clamp		
against Deadwood	<i>fer.</i>		Short Bolts in Ceiling	<i>cuir</i>		Deck Beam		
Frame Bolts	<i>fer</i>		Pintles of the Rudder	<i>bronce.</i>		Bolts in		
						Waterway		
						Knees		
						Shelf or Clamp		
						Nails or Bolts in Flat of Deck		
						Treenails		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *0,100* inches. The Space between the Top-Timbers is *0,150* inches.
 The Floors consist of *chêne du Périgord*. The First Foothooks of *chêne*.
 The Second Foothooks of The Third Foothooks and Top Timbers of *chêne*.
 The Main Keelson is *chêne*, and free from all defects.
 (The Rider Keelson is)

The Transoms, Knightheads, Hawse Timbers, & Aprons of *chêne* ditto.
 Deadwood, of *chêne* and ditto.
 The Stem, and Stern Post of *chêne* ditto.
 The Deck and Hold Beams of *chêne*.
 Breasthooks of *chêne*. Knees of *fer*.
 The Main piece of Rudder of *chêne* Windlass of *chêne*.
 (The Keel of *ormeau*.)

The Shifts of the First and Second Foothooks are not less than *30* inches.
 N.B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are *1* m.
 The Frame is *chêne*.
 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 less than *0,150* of the entire moulding at that place.
 The Frame is chocked with *non* Butt at each end of the chock.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is
 From the above named height to the Wales
 The Wales and Black-strakes *bois de chêne*.
 The Spirketting and Plank-sheers
 The Topsides & Sheer-strakes *chêne*.
 The Water-ways { Upper Deck *chêne*.
 Lower Deck
 The Decks *sapin de Rigai* State of *très bon*.
 The Shifts of the Planking are not less than *2* m 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 *chêne*.
 The Ceiling, Lower Hold, and between Decks *chêne*.
 Shelf Pieces and Clamps *chêne*.
Fastenings.—To Hold Beams *coul le chevillage des hauts du bâtiment et tout celui depuis la flottaison en charge est en fer zinglé. Tout celui depuis la flottaison en charge jusqu'à la quille est en cuir rouge.*
 Deck Beams *chêne. Les extrémités ont une courbe en fer de poids de 55 à 58 K.*

Number of Breasthooks *5* Pointers *3* Crutches *2*.
 Butt End Bolts are of *cuir et fer* in the Bottom *cuir*. Bolts in each Butt End *cuir et fer* through and clenched.
 Bilge and Limber Strakes *cuir* bolted through and clenched. Treenails of *acacia* How Made *sont octogones.*
 Thickstuff over Double Floors *chêne* bolted through and clenched. General Quality of Workmanship *convenable et bien entretenu.*

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature *le constructeur Charles Boudaux* Surveyor's Signature *Quintart*
n'a pas pu signer. Surveyor to Lloyd's Register of British and Foreign Shipping.

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

She has SAILS.		CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N°.	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N°.		Chain											
2.	Fore Sails,	(State Machine where Tested, the name of Superintendent, and Date of Certificate.)						Bowers	2.				
5/2	Fore Top Sails,												
2	Fore Topmast Stay Sails,	Hmpn Strm Cbl.	2/80 brasses, chaque	0,031	cable chaîne								
1	Main Sails,	Hawser	2/80 m longueur	0,080	à compos 3 ans								
1/2	Main Top Sails,	Towlines	80 m		0,190			Stream	250 K.				
and 2 brigantines		Warp						Kedges	400 K.				
		All of chanvre, ty											

Her Standing and Running Rigg *est complète*, sufficient in size and in quality. She has *1* Long Boat and *1* canot *à une yde.*

The present state of the Windlass is *convenable*. Capstan *très convenable* and Rudder *très convenable*. Pumps *très convenable*.

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Il existe des sables de que l'on peut ouvrir facilement pour évacuer le pont en cas d'un coup de mer.

Cargo Hatchways.—How formed? *une grande écuille.* State size *2 mètres carrés, une arête carrée sur l'avant de 1,30 m.*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? *Oui.* Main Hatchways.—State size

Order for Special Survey, No.

Date

Order for Ordinary Survey, No. 3.

Date 15 8 Nov.

No. in Builder's Yard.

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

General Remarks. *J'ai dans ma lettre du 3 nov. 1875 donné l'historique du navire Bicki*

Hoile d'Orient appartenant au port de Bordeaux. En réponse à cette lettre Monsieur le Secrétaire du Lloyd m'a répondu: que si ce navire après avoir subi l'expertise suivant les règles de la section 61 avait été trouvé en de bonnes conditions, il aurait droit à la classification A pour 4 ans et sujet à une expertise annuelle, et que le bâtiment sera déclaré propre pour le transport de cargaisons sèches et délicates. En conséquence, M^r Darlan, armateur du dit bâtiment, m'ayant mis à même de valuer aux expertises que j'avais à faire, le navire a été viré en quille sur les deux flancs de formes sèches pour échouer les navires) les visites du chevillage, du gournillage, ont été faites. A l'intérieur des virures du vaigrage ont été enlevées; à l'extérieur des virures l'ont été également. La membrure a été trouvée en très bon état, la carlingue a été sondée et trouvée en bon état. Le bâtiment n'a qu'un pont et une demie dunette de 6^m 50 de longueur. Les chevillages, clouages de ce pont sont en bon état. Les clous sont en cuivre. La mâture est en bon état et pourvue des rechanges exigés, elle est en bon état. Le gréement est en chanvre et en bon état d'entretien. Le navire vient de faire une carène complète, il a pris un doublage en zinc, avec fentre sous ce doublage. Les ancres, chaînes et amarrées sont au complet et en bon état, il en est de même de la voilure. Tel sont les résultats de la visite que j'ai faite. Il en résulte que dans mon opinion, le Bicki Hoile d'Orient mérite très bien la classe A qu'il désire avoir au Lloyd's Register avec annotation qu'il peut transporter les cargaisons sèches et délicates.

Present condition of Caulking of Bottom *très bon* Deck, *bon* and Waterways *très bonnes.*

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *Doublé en zinc avec fentre* When last done *7 nov. 1875.*

I am of opinion this Vessel should be Classed *A* *sous le doublage.* et susceptible de transporter des cargaisons sèches et délicates.

The Amount of the Entry Fee .. 2..£ 3 : : received by me, }

Special .. 3..£ : : 187 }

Certificate 0.. 2 : 6 :

(Travelling Expenses, if any, £ for registering repairs 0 10 0

Committee's Minute *copies of original reports 0. 10. 0* 1875

Character assigned *A*

Nous nous sommes servis de notre propre assurance

Le 12/11/75