

No. 5858 Survey held at Sanduland Date June 28th Rec 11/1/56 1856
on the Shoe "Edandine" Master How. 5858
Tonnage Old _____ Built at Sanduland When built 1856 Launched May
By whom built Jobling & Co Owners Evans, Son & Co
Port belonging to Bristol Destined Voyage Cronstadt.
If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	<u>85</u>	<u>4</u>		<u>22</u>	<u>6</u>		<u>13</u>	<u>4</u>
Scantlings of Timber.				Thickness of Plank.				
TIMBER AND SPACE				Outside.		Inside.		
Floors	sided	Inches.	Moulded	Inches.	Inches.	Inches.	Inches.	Inches.
1 st Foothooks	<u>down</u>	<u>8 1/4</u>	<u>9</u>	<u>8 1/4</u>	Garboard Strakes	<u>2 3/4</u>	Limber Strakes	<u>3 1/2</u>
2 nd Ditto	<u>"</u>	<u>7 1/2</u>	<u>"</u>	<u>6 3/4</u>	Garboard to Bilge	<u>2 3/4</u>	Bilge Planks	<u>3 1/2</u>
3 rd Ditto	<u>"</u>	<u>6 3/4</u>	<u>"</u>	<u>6</u>	Bilge Planks	<u>3 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
Top Timbers	<u>"</u>	<u>6 3/4</u>	<u>"</u>	<u>5</u>	Bilge to Wales	<u>2 3/4</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Deck Beams N ^o <u>20</u>	Average Space <u>3 to 4 ft</u>	<u>8</u>	<u>"</u>	<u>8</u>	Wales	<u>4 1/4</u>	Hold Beam Clamps	<u>4</u>
Deck Beams, length amidships	<u>"</u>	<u>21 ft</u>	<u>"</u>	<u>6 1/2</u>	Topsides	<u>3 1/4</u>	Deck Beam Ditto	<u>3 1/4</u>
Hold Beams N ^o <u>10</u>	Average Space <u>6 to 8</u>	<u>10</u>	<u>"</u>	<u>9 1/2</u>	Sheer Strakes	<u>3 1/4</u>	Ceiling 'twixt Decks	<u>2 1/4</u>
Hold Beams, length amidships	<u>"</u>	<u>21 ft</u>	<u>"</u>	<u>12</u>	Plank Sheers	<u>2 3/4</u>	Hold Beam Spicketting	<u>4</u>
Keel	<u>"</u>	<u>11</u>	<u>"</u>	<u>20</u>	Water-Ways { Upper Deck	<u>4 1/2</u>	Deck Beam Ditto	<u>"</u>
Scarphs of Ditto	<u>"</u>	<u>5 ft</u>	<u>"</u>	<u>20</u>	Lower Deck	<u>2 1/2</u>		
Keelsons	<u>"</u>	<u>11</u>	<u>"</u>	<u>20</u>	Upper Deck	<u>2 1/2</u>		
Scarphs of Ditto	<u>"</u>	<u>5 ft</u>	<u>"</u>	<u>20</u>				

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	<u>1</u>	<u>1</u>	Transoms and throats of Hooks	<u>1/8</u>	<u>7/16</u>	Hold Beam Bolts in		
Scarphs of Keel..... N ^o <u>4</u>	<u>3/4</u>	<u>3/4</u>	Arms of Hooks	<u>3/4</u>	<u>3/4</u>	Knees	<u>7/8</u>	<u>3/4</u>
Keelson Bolts through Keel at each Floor	<u>1</u>	<u>1</u>	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	<u>1/16</u>	<u>1/16</u>	Shelf or Clamp	<u>3/4</u>	<u>3/4</u>
Bolts through Heels of Timbers against Deadwood	<u>3/4</u>	<u>3/4</u>	Butt End Bolts	<u>5/8</u>	<u>5/8</u>	Waterway	<u>3/4</u>	<u>3/4</u>
			Pintles of the Rudder	<u>2 1/4</u>	<u>2 1/4</u>	Deck Beam Bolts in		
						Knees	<u>7/8</u>	<u>3/4</u>
						Shelf or Clamp	<u>3/4</u>	<u>3/4</u>
						Nails or Bolts in Flat of Deck	<u>5/2</u>	<u>5/2</u>
						Treenails	<u>1/4</u>	<u>1/4</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2.4 Inches. The Space between the Top-Timbers is 2.6 Inches.

The Floors consist of Red Oak. The First Foothooks of Red Oak Timber.

The Second Foothooks of Eng Oak. The Third Foothooks and Top Timbers of Eng Oak.

The Shifts of the First and Second Foothooks are not less than 16 gully. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are fair.

The Frame is indifferently squared from the First Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is indifferently squared.

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are gully close together; their thickness not less than 1/5 of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock. The Main Keel is Eng & Amer Elm.

The Main Keelson is Stettin Oak and appy free from all defects. The False Keelson is Stettin Oak.

The Stem, and Stern Post, consist of Eng Oak. The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Eng Oak. Deadwood, of Eng Oak and are appy free from all defects.

The Deck and Hold Beams consist of Stettin Oak. The Breasthooks of Iron. The Knees of Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Amer Elm or to the First Foothook Heads.

From the above named Height to the Light Water Mark Amer Elm.

From the Light Water Mark to the Wales Stettin Oak.

The Wales and Black-strakes are Stettin Oak. The Topsides Stettin Oak.

The Sheer-strakes and Plank-sheers Stettin Oak. The Water-ways { Upper Deck Stettin Oak

The Decks Eng Oak. State of Lower Deck.

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 3 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Stettin Oak.

The Ceiling, Lower, Hold, and between Decks Stettin Oak. Shelf Pieces and Clamps Stettin Oak.

Fastenings.—To Hold Beams Iron Lodging Pieces Spicketting & Clamps Bolted through and 4 pair of Iron Riders.

Deck Beams Iron Lodging Piece & Iron Lug Hanging Piece.

Number of Breasthooks Four. Pointers One pair. Iron Crutches Two Iron Keels.

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak. How Made Round.

Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship rough & bad in places.

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

Builder's Signature (The Builder declines signing) Surveyor's Signature Thos. S. Stacey

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 .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	180 1 1/8	3	10.1.24
1	Fore Top Sails,	Hempen Stream Cable	75 7 1/4		10.1.4
2	Fore Topmast Stay Sails,	Hawser	60 3 1/4	1	10.0.1
1	Main Sails,	Towlines	75 4 3/4		3.3.4
2	Main Top Sails,	Warp	75 4 1/4	1	1.2.0
and <u>others as usual</u>		All of <u>good</u> quality.	75 3 1/4		

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

She has one Long Boat and Skiff

The present state of the Windlass is good Capstan Winch Rudder good Pumps two Metal

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 March 10th
2nd. When the Beams are put in, &c. April 5th
3rd. { When completed, and before the plank be painted or payed } May 16th

The material of which this vessel is built is in accordance with the Eight year clasp, but the frame is irregularly spaced, and the workmanship rough and bad in places, and some of the ceiling planks made up of slabs, I shall in consequence leave this case with the Committee to determine her character

Thos. B. Simey

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

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed _____

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

Special£ - : - : -

Certificate£ " : 2: 6

Committee's Minute 1st July 1856

Character assigned A 1 for 6 Years

Committee's Minute

8 July

Raised to 7

Genl Committee Minute
10th July 1856
Classing confirmed
7A
Lloyd's Register
Foundation