

No. 7900 Survey held at Sunderland Date September 3rd 1883
on the Barque Christine Master George Purdy
Tonnage Old Built at Southwick, port of When built 1863 Launched 2nd Sept.
By whom built G. & J. Mills Owners Robinson & Co
Port belonging to London Destined Voyage Sth Sea
If Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft			Extreme Breadth Outside			Depth of Hold			Thickness of Plank.		
Feet.			Inches.			Feet.			Inches.		
124			24			17			17		
IN SHIP.			REQUIRED PER RULE.			IN SHIP.			REQUIRED PER RULE.		
Sided.			Sided.			In Ship.			In Ship.		
Middle.			Middle.			In Ship.			In Ship.		
Ends.			Ends.			In Ship.			In Ship.		
Scantlings of Timber.			Outside.			Inside.			Inside.		
Timber and Space			Garboard Strakes			Limber Strakes			Limber Strakes		
25 3/4	11 1/2	9 1/2	25 3/4	11	9 1/4	4	3 1/2	4	3 3/4	4	3 3/4
Floors	11 1/2	9 1/2	11	11	9 1/4	3 1/2	"	4 1/2	"	4 1/2	"
1 st Foothooks	9 1/2	9 1/2	9 1/4	9 1/4	9 1/4	4	"	2 3/4	2 3/4	2 3/4	2 3/4
2 nd Ditto	9	8 3/4	8 1/2	8 1/2	8 1/2	3 1/2	"	"	"	"	"
3 rd Ditto	8 1/2	"	7 3/4	"	5 1/2	4 3/4	4 3/4	4 1/2	4	4 1/2	4
Top Timbers	8 1/4	"	7 3/4	"	5 1/2	3 3/4	3 3/4	3 3/4	3 3/4	3 3/4	3 3/4
Deck { N ^o 24 Average Space { 3 ft 6 in	6 1/4	8 3/4	7 1/4	8 1/2	8 1/2	3 1/2	3 1/2	2 1/2	2 1/4	2 1/4	2 1/4
Deck Beams, length amidships	25 1/2	11 3/4	11 3/4	10	11 3/4	3 1/2	3 1/2	5 1/2	"	"	"
Hold { N ^o 17 Average Space { 7 ft 6 in to 3 ft 4 in	11 3/4	11 3/4	10	11 3/4	11 3/4	9	5 1/2	5 1/2	3 3/4	3 3/4	3 3/4
Hold Beams, length amidships	25 1/2	11 3/4	11 3/4	10	11 3/4	9	5 1/2	5 1/2	3 3/4	3 3/4	3 3/4
Keel	13	14	12 1/4	12 1/4	12 1/4	5 1/2	3	5 1/2	3	3	3
Scarp of Ditto	5 1/2	6	5 1/2	5 1/2	5 1/2	5 1/2	3	5 1/2	3	3	3
Keelsons	13 1/4	14	13 1/4	13 1/4	13 1/4	5 1/2	3	5 1/2	3	3	3
Scarp of Ditto	5 1/2	6	5 1/2	5 1/2	5 1/2	5 1/2	3	5 1/2	3	3	3
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.											
Hogg 1/2" diam 13 1/4 x 8			Copper			Inches required per Rule			Inches required per Rule		
Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks			Hold Beam Bolts in			Waterway		
Scarp of Keel N ^o 8			Arms of Hooks			Knees			Shelf or Clamp		
Keelson Bolts through Keel at each Floor			Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors			Deck Beam Bolts in			Knees		
Bolts through Heels of Timbers against Deadwood			Butt End Bolts			Nails or Bolts in Flat of Deck			Shelf or Clamp		
			Pintles of the Rudder			Treenails 1 1/4 Inches					

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2.3 Inches. The Space between the Top-Timbers is 4.5 Inches.

The Floors consist of Eng & French Oak The First Foothooks of Eng & French Oak

The Second Foothooks of Eng & French Oak The Third Foothooks and Top Timbers of Eng & French Oak

The Shifts of the First and Second Foothooks are not less than 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 well free from sap, and from thence downwards, the frame is well squared

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

The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is cross chocked with X a Butt at each end of the chock. The Main piece of Rudder is Eng Oak

The Main Keelson is Greenheart & Iron Bark and free from all defects. The Main piece of Windlass is Eng Oak

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

Hawse Timbers of Eng & French Oak Deadwood, of Eng Oak above 2 ft and are free from all defects.

The Deck and Hold Beams consist of Eng 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

From the above named Height to the Light Water Mark Cawsig Oak

From the Light Water Mark to the Wales Eng & French Oak

The Wales and Black-strakes are Eng & French Oak

The Sheer-strakes and Plank-sheers Peake

The Decks Cawsig Red Pine

The Shifts of the Planking are not less than Five 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 Free between, and without step-butting

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

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

Fastenings.—To Hold Beams Iron Lodging Knees clamps through Bolted 7 Pair of Knees

riders and 9 pair of Hanging Knees

Deck Beams Iron Lodging Knees clamps & Waterways through Bolted

and Hanging Knees under each Beam

Number of Breasthooks Five & Hemson Pointers Three Hooks Iron Crutches Two Transom Knees

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

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

tuff over Double Floors are bolted through and clenched. General Quality of Workmanship very good

Builder's We certify that the above is a correct description of the several particulars therein given

er's Signature George & John Mills Surveyor's Signature Robt. E. Somers

SLD935-0335

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 <i>Certificates produced</i> <i>tested to 3 1/4 tons</i>	240 1 3/8	Bower, <i>Certificates produced</i>	3 19 1.7 16 1/2
2	Fore Top Sails,	Hempen Stream Cable	65 7/8		18 3 24 16 1/2
2	Fore Topmast Stay Sails,	Hawser	90 5 1/2	Stream,	1 6 0 0 18 1/2
1	Main Sails,	Towlines	90 7 1/2		
2	Main Top Sails,	Warp	90 4 1/2	Kedge,	2 3 0 0 1 2 0
and <i>others as usual</i>		All of <i>good</i> quality.			

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

She has one Long Boat and Two others

The present state of the Windlass is good Capstan Which 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 Special Surveyed from February 25th to the present date
2nd. When the Beams are put in, &c. date
3rd. { When completed, and before the plank be painted or payed }

The exterior of this ship including the heels of the bent timbers and flat of upper deck is fastened with yellow metal to the entire exclusion of iron
George & John Mills

Present condition of Caulking of Bottom, good *properly tested* Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered for Metal over p. felt to 1874 When last done now

I am of opinion this Vessel should be Classed H.A.S.

The Amount of the Fee.....£ 4 : " : " is received by me,

Order No 1352 Special£ 19 : 6 : "

Certificate£ " : " : "

Committee's Minute 8th September 1863

Character assigned 1 for 11 years



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