

No. 7900 Survey held at Sunderland Date September 3rd 1873
 on the Barque Christene Master George Purdy
 Tonnage Old Built at Sunderland When built 1863 Launched 2nd Sept
 By whom built G. & J. Mills Owners Dunston Harney & Co
 Port belonging to London Destined Voyage Sth Sea
 If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Extreme Breadth Outside						Depth of Hold	Thickness of Plank																																																																																																																																																																																																														
	Feet	Inches				Feet		Inches	Feet	Inches																																																																																																																																																																																																												
124	8	24				2	17	0																																																																																																																																																																																																														
<table border="1"> <thead> <tr> <th rowspan="2">Scantlings of Timber.</th> <th colspan="3">IN SHIP.</th> <th colspan="3">REQUIRED PER RULE.</th> <th rowspan="2">Outside.</th> <th colspan="2">INCHES.</th> <th rowspan="2">Inside.</th> <th colspan="2">INCHES.</th> </tr> <tr> <th>Sided.</th> <th>Middle.</th> <th>Ends.</th> <th>Sided.</th> <th>Middle.</th> <th>Ends.</th> <th>In Ship.</th> <th>Required per Rule.</th> <th>In Ship.</th> <th>Required per Rule.</th> </tr> </thead> <tbody> <tr> <td>TIMBER AND SPACE</td> <td>25 3/4</td> <td>11 1/2</td> <td>9 1/2</td> <td>25 3/4</td> <td>11</td> <td>9 1/4</td> <td>Garboard Strakes</td> <td>4</td> <td>3 1/2</td> <td>Limber Strakes</td> <td>4</td> <td>3 3/4</td> </tr> <tr> <td>Floors</td> <td>11 1/2</td> <td>11 1/2</td> <td>9 1/2</td> <td>11</td> <td>11</td> <td>9 1/4</td> <td>Garboard to Bilge</td> <td>3 1/2</td> <td>"</td> <td>Bilge Planks</td> <td>4 1/2</td> <td>"</td> </tr> <tr> <td>1st Foothooks</td> <td>9 1/2</td> <td>9 1/2</td> <td>9 1/2</td> <td>9 1/4</td> <td>9 1/4</td> <td>9 1/4</td> <td>Bilge Planks</td> <td>4</td> <td>"</td> <td>Ceiling in Flat</td> <td>2 3/4</td> <td>2 3/4</td> </tr> <tr> <td>2nd Ditto</td> <td>9</td> <td>8 3/4</td> <td>8 3/4</td> <td>8 1/2</td> <td>8 1/2</td> <td>8 1/2</td> <td>Bilge to Wales</td> <td>3 1/2</td> <td>"</td> <td>Ditto Bilge to Clamp</td> <td>"</td> <td>"</td> </tr> <tr> <td>3rd Ditto</td> <td>8 1/2</td> <td>"</td> <td>"</td> <td>7 3/4</td> <td>"</td> <td>7 3/4</td> <td>Wales</td> <td>4 3/4</td> <td>4 3/4</td> <td>Hold Beam Clamps</td> <td>4 1/2</td> <td>4</td> </tr> <tr> <td>Top Timbers</td> <td>8 1/4</td> <td>"</td> <td>5 1/2</td> <td>7 3/4</td> <td>"</td> <td>5 1/2</td> <td>Topsides</td> <td>3 3/4</td> <td>3 3/4</td> <td>Deck Beam Ditto</td> <td>3 3/4</td> <td>3 3/4</td> </tr> <tr> <td>Deck Beams</td> <td>8</td> <td>8 3/4</td> <td>7 1/4</td> <td>8 1/2</td> <td>8 1/2</td> <td>7 1/4</td> <td>Sheer Strakes</td> <td>"</td> <td>"</td> <td>Ceiling 'twixt Decks</td> <td>2 1/2</td> <td>2 1/4</td> </tr> <tr> <td>Deck Beams, length amidships</td> <td>25 1/2</td> <td>2</td> <td>2</td> <td>25 1/2</td> <td>2</td> <td>2</td> <td>Plank Sheers</td> <td>3 1/2</td> <td>3 1/2</td> <td>Hold Beam Sheers</td> <td>5 1/2</td> <td>3 3/4</td> </tr> <tr> <td>Hold Beams</td> <td>11 3/4</td> <td>11 3/4</td> <td>10</td> <td>11 3/4</td> <td>11 3/4</td> <td>9 3/4</td> <td>Water-Ways</td> <td>9</td> <td>5 1/2</td> <td>Deck Beam Ditto</td> <td>"</td> <td>"</td> </tr> <tr> <td>Hold Beams, length amidships</td> <td>25 1/2</td> <td>2</td> <td>2</td> <td>25 1/2</td> <td>2</td> <td>2</td> <td>Upper Deck</td> <td>9</td> <td>5 1/2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Keel</td> <td>13</td> <td>14</td> <td></td> <td>12 1/4</td> <td>12 1/4</td> <td></td> <td>Lower Deck</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Scarphs of Ditto</td> <td>5 7/8</td> <td>6</td> <td></td> <td>5 7/8</td> <td>4</td> <td></td> <td>Ditto, faying surface against Timbers</td> <td>5 1/2</td> <td>4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Keelsons</td> <td>13 1/4</td> <td>14</td> <td></td> <td>13 1/4</td> <td>13 1/4</td> <td></td> <td>Upper Deck</td> <td>3 1/4</td> <td>3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Scarphs of Ditto</td> <td>7 1/2</td> <td>8</td> <td></td> <td>6 1/2</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>										Scantlings of Timber.	IN SHIP.			REQUIRED PER RULE.			Outside.	INCHES.		Inside.	INCHES.		Sided.	Middle.	Ends.	Sided.	Middle.	Ends.	In Ship.	Required per Rule.	In Ship.	Required per Rule.	TIMBER AND SPACE	25 3/4	11 1/2	9 1/2	25 3/4	11	9 1/4	Garboard Strakes	4	3 1/2	Limber Strakes	4	3 3/4	Floors	11 1/2	11 1/2	9 1/2	11	11	9 1/4	Garboard to Bilge	3 1/2	"	Bilge Planks	4 1/2	"	1 st Foothooks	9 1/2	9 1/2	9 1/2	9 1/4	9 1/4	9 1/4	Bilge Planks	4	"	Ceiling in Flat	2 3/4	2 3/4	2 nd Ditto	9	8 3/4	8 3/4	8 1/2	8 1/2	8 1/2	Bilge to Wales	3 1/2	"	Ditto Bilge to Clamp	"	"	3 rd Ditto	8 1/2	"	"	7 3/4	"	7 3/4	Wales	4 3/4	4 3/4	Hold Beam Clamps	4 1/2	4	Top Timbers	8 1/4	"	5 1/2	7 3/4	"	5 1/2	Topsides	3 3/4	3 3/4	Deck Beam Ditto	3 3/4	3 3/4	Deck Beams	8	8 3/4	7 1/4	8 1/2	8 1/2	7 1/4	Sheer Strakes	"	"	Ceiling 'twixt Decks	2 1/2	2 1/4	Deck Beams, length amidships	25 1/2	2	2	25 1/2	2	2	Plank Sheers	3 1/2	3 1/2	Hold Beam Sheers	5 1/2	3 3/4	Hold Beams	11 3/4	11 3/4	10	11 3/4	11 3/4	9 3/4	Water-Ways	9	5 1/2	Deck Beam Ditto	"	"	Hold Beams, length amidships	25 1/2	2	2	25 1/2	2	2	Upper Deck	9	5 1/2				Keel	13	14		12 1/4	12 1/4		Lower Deck						Scarphs of Ditto	5 7/8	6		5 7/8	4		Ditto, faying surface against Timbers	5 1/2	4				Keelsons	13 1/4	14		13 1/4	13 1/4		Upper Deck	3 1/4	3				Scarphs of Ditto	7 1/2	8		6 1/2	2							
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Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Heel-Knee, and Deadwood abaft	1 3/16	1 1/16	Transoms and throats of Hooks	1 1/16	1 1/16
Scarphs of Keel	1 1/16	1 1/16	Arms of Hooks	1 1/16	1 1/16
Keelson Bolts through Keel at each Floor	1	1	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/16	1 1/16
Bolts through Heels of Timbers against Deadwood	1 3/16	1 1/16	Butt End Bolts	1 1/16	1 1/16
			Pintles of the Rudder	2 5/16	2 5/16
			Hold Beam Bolts in		
			Waterway	1 1/4	1 1/4
			Knees	1 1/4	1 1/4
			Shelf or Clamp	1 1/4	1 1/4
			Deck Beam Bolts in		
			Waterway	1 1/4	1 1/4
			Knees	1 1/4	1 1/4
			Shelf or Clamp	1 1/4	1 1/4
			Nails or Bolts in Flat of Deck	6 in	
			Treenails	1 1/4	1 1/4

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 1/4 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 1/8 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 Oak 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 feet 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 Dawson Oak
 From the Light Water Mark to the Wales 1 1/2 Peake
 The Wales and Black-strakes are 1 1/2 Peake The Topsides Peake
 The Sheer-strakes and Plank-sheers Peake The Water-ways { Upper Deck Peake & Iron
 Lower Deck
 The Decks Dawson Red Pine State of
 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 Dawson Oak
 The Ceiling, Lower Hold, and between Decks Dawson Oak Shelf Pieces and Clamps Dawson Oak
Fastenings.—To Hold Beams Iron Lodging Knee Clamps through Bolted & Pair of Knee Riders and 9 pair of Hanging Nails
 Deck Beams Iron Lodging Knee Clamps & Waterways through Bolted and Hanging Knee under each Beam
 Number of Breasthooks Five & Stemson Pointers Three Hooks Iron Crutches Two Ironson Knees
 Bilge End Bolts are of Iron in the Bottom, and Two Bolt in each Butt End through and clenched.
 Treenails of Eng Oak How Made Round
 Treenails 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
 Surveyor's Signature George & John Mills Surveyor's Signature Geo. & John Mills

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.	Good Steel	
2	Fore Sails,	Chain	240	1 3/8	Bower,	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 1/4
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 <u>others as usual</u>		All of <u>good</u> 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 Specially Surveyed from
 2nd. When the Beams are put in, &c. February 25th to the present
 3rd. { When completed, and before the } date
 plank be painted or payed }

The exterior of this ship including the Sheels of the bant & ribs 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 Deck, properly tested and Waterways good

If Sheathed, Doubled, Felted, or Coppered Iron Metal over p^l felt to 15/16 When last done now

I am of opinion this Vessel should be Classed H.M.S. Thos. B. Simey

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

Special£ 19 : 6 : "

Certificate£ " : " : "

Committee's Minute 8th September 63

Character assigned 1st 11 Gun



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