

No. 8178 Survey held at Sunderland Date July 1st 1864  
on the Bk "FUGITIVE" Master W. R. Barwood  
Old 471 1/2 Tonnage New 471 1/2 Built at Sunderland When built 1863-4 Launched 6 June 1864  
By whom built G. Gardner Owners J. B. Walker  
Port belonging to London Destined Voyage London thence to Lauceston  
If Surveyed while Building, Afloat, or in Dry Dock Whilst Building

If Surveyed while Building, Afloat, or in Dry Dock.										Feet.	Inches.	Depth of Hold										Feet.	Inches.												
Length aloft										144	2	Extreme Breadth Outside										29	33	Thickness of Plank.										17	5
Scantlings of Timber.										IN SHIP.		REQUIRED PER RULE.		Outside.		INCHES.		Inside.		INCHES.															
										Sided.	Moulded.	Sided.	Moulded.	Outside.	In Ship.	Required per Rule.	Inside.	In Ship.	Required per Rule.																
										Middle.	Ends.	Middle.	Ends.	Outside.	In Ship.	Required per Rule.	Inside.	In Ship.	Required per Rule.																
TIMBER AND SPACE										2 1/4	"	28 1/2	"	Garboard Strakes	3 3/4	3 3/4	Limber Strakes	9 x 9	4																
Floors										12	12	10	12 1/4	12 1/4	10 1/2	Garboard to Bilge	3 3/4	3 3/4	Bilge Planks	4 1/4	4														
1st Foothooks										10	10	9 1/4	10 1/2	10 1/2	9 1/2	Bilge Planks	3 3/4	3 3/4	Ceiling in Flat	3 1/8	3														
2nd Ditto										9 1/4	9 1/4	8 1/4	9 1/2	9 1/2	8 1/2	Bilge to Wales	3 3/4	3 3/4	Ditto Bilge to Clamp	3	3														
3rd Ditto										8 3/4	"	5 3/4	8 1/2	"	6	Wales	4 3/4	5	Hold Beam Clamps	5	4 1/4														
Top Timbers										8 1/4	"	5 3/4	8 1/2	"	6	Topsides	3 3/4	4	Deck Beam Ditto	4 3/4	4														
Deck Beams										2 1/4	"	28 1/2	"	Garboard Strakes	3 3/4	3 3/4	Ceiling 'twixt Decks	3	2 1/2																
Hold Beams										2 1/4	"	28 1/2	"	Garboard Strakes	3 3/4	3 3/4	Hold Beam Clamps	9 x 9	4 1/4																
Hold Beams, length amidships										2 1/4	"	28 1/2	"	Garboard Strakes	3 3/4	3 3/4	Deck Beam Ditto	20 x 7 1/8	20 x 7 1/8																
Keel										13	14 1/2	"	13 1/2	13 1/2	"	Ditto, faying surface against Timbers	6 1/2	6	Upper Deck	3	3														
Scarp of Ditto										5 1/2	"	5 1/2	"	"	"																				
Keelsons										14	14	"	14 1/2	14 1/2	"																				
Scarp of Ditto										5 1/2	"	5 1/2	"	"	"																				

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.																		
Copper in Ship.	Iron in Ship.	Inches required per Rule.	Copper in Ship.	Iron in Ship.	Inches required per Rule.	Copper in Ship.	Iron in Ship.	Inches required per Rule.	Copper in Ship.	Iron in Ship.	Inches required per Rule.	Copper in Ship.	Iron in Ship.	Inches required per Rule.	Copper in Ship.	Iron in Ship.	Inches required per Rule.	Copper in Ship.
Heel-Knee, & Deadwood abaft	1 3/8	"	1 1/2	1 3/8	"	1 1/2	Transoms and throats of Hooks	1 1/8	"	1 1/8	1 1/8	Hold Beam	Waterway	1 1/8	"	1 1/8	1 1/8	1 1/8
Scarp of Keel, N° 8	1	"	1 1/8	1	"	1 1/8	Arms of Hooks	1 1/8	"	1 1/8	1 1/8	Bolts in	Knees	1 1/8	"	1 1/8	1 1/8	1 1/8
Keelson Bolts through Keel at each Floor	1 1/8	"	1 1/8	1 1/8	"	1 1/8	Thro' Bilge & Limber Strakes	1 1/8	"	1 1/8	1 1/8	Deck Beam	Waterway	1 1/8	"	1 1/8	1 1/8	1 1/8
Bolts thro' Heels of Timbers against Deadwood	1 3/8	"	1 1/2	1 3/8	"	1 1/2	Thickstuff over Double Floors	1 1/8	"	1 1/8	1 1/8	Bolts in	Knees	1 1/8	"	1 1/8	1 1/8	1 1/8
							Butt End Bolts	1 1/8	"	1 1/8	1 1/8	Nails or Bolts in Flat of Deck	1 1/8	"	1 1/8	1 1/8	1 1/8	1 1/8
							Pintles of the Rudder	3	"	3	3	Treenails	1 1/4	"	1 1/4	1 1/4	1 1/4	1 1/4

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 5 Inches.  
The Floors consist of German Oak 9 1/2 The First Foothooks of German & English Oak 12  
The Second Foothooks of English Oak 12 The Third Foothooks and Top Timbers of English Oak 12  
The Shifts of the First and Second Foothooks are not less than 4 1/4 N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are sufficient  
The Frame is well squared from the First Foothook Heads upwards, and is well free from sap, and from thence downwards, the frame is the same  
The same Frames are same bolted together to the Gunwale. from the head. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1 3/4 of the entire moulding at that place.  
The Frame is cross checked with some Butt at each end of the chock. The Main piece of Rudder is 8 1/2 Oak 12 of Windlass is 8 1/2 Oak 12  
The Keel is 8 1/2 Oak 12 The Main Keelson is Seak & Greenheart and app free from all defects.  
The Stem, and Stern Post of Seak, inner Post of 8 1/2 Oak 12 The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak 12 Deadwood, of 8 1/2 Oak & 8 1/2 Oak 12 and are app free from all defects.  
The Deck and Hold Beams of Iron, Quarters 8 1/2 Oak 12 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 American Elm 12  
or to the First Foothook Heads  
From the above named Height to the Light Water Mark Dantzic & other German Oak 12  
From the Light Water Mark to the Wales Dantzic & other German Oak 9  
The Wales and Black-strakes are Seak and Greenheart The Topsides & Sheer-strakes Seak 14  
The Spirketting and Plank-sheers Seak & 8 1/2 Oak 12 & 14 The Water-ways { Upper Deck Seak 14  
Lower Deck Seak 14

The Decks Yellow Pine 12 State of Good  
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 three between, and without step-butting.  
**Planking Inside.**—The Limber-strakes and Bilge-strakes are Dantzic & other German Oak 10  
The Ceiling, Lower Hold, and between Decks Dantzic Oak 10 Shelf Pieces and Clamps Dantzic Oak 10

**Fastenings.**—To Hold Beams 27 pairs of Hanging Knees 12 pairs of which are Knee Riders  
double angle stringers 3 x 3 x 9/16 on top of beams  
Deck Beams 28 pairs of Hanging Knees, & one pair of Lodging Knees in way of  
Wizen Mast, longitudinal stringers on beams outside the hatchways from the break  
forward and 3 pairs of Diagonal Jib Plates 10 x 7/16  
Number of Breasthooks Six & Stringer plates Pointers Iron Transoms Crutches 1 & 2 Hooks  
Butt End Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End one of each through and clenched.  
Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of English Oak How Made turned  
Thickstuff over Double Floors Yellow Metal bolted through and clenched. General Quality of Workmanship Good  
We certify that the above is a correct description of the several particulars therein given  
Builder's Signature G. Gardner Surveyor's Signature J. W. Miles

SLD 936-0048



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .			Certificate produced test strain in tons	Fathoms. Inches.	Certificate produced test strain in tons	N <sup>o</sup> .	Weight.
2	Fore Sails,		Chain .....	270 1 1/16	Bower, .....	3	23.0.14
2	Fore Top Sails,		Hempen-Stream Cable .....	60 1/8		23	22.2.0
2	Fore Topmast Stay Sails,		Hawser .....	80 6	Stream, .....	1	18.2.0
1	Main Sails,		Towlines .....	80 8 1/2			7.0.7
2	Main Top Sails,		Warp .....	80 5	Kedge, .....	2	3.2.19
and in other respects a doubtless			All of <u>Good</u> quality.				2.0.16

Her Standing and Running Rigging 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 & Wheel Good Rudder Good Pumps Good

#### 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	<u>Built under Special Survey</u>
2nd. When the Beams are put in, &c.	<u>between the 29<sup>th</sup> of October 1863</u>
3rd. { When completed, and before the plank be painted or payed }	<u>and the present date.</u>

*This vessel is fastened with Yellow Metal to the exclusion of Iron in accordance with the Rules, Section 45 for vessels claiming an additional year for Yellow Metal Fastenings.*

*Geo. Gardner*

*Caulking tested during the progress of the work, also examined by boring.*

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Felt When last done June 1864

I am of opinion this Vessel should be Classed 10 A. 1 See Secretary's Letter of 27<sup>th</sup> April 1864 to Mr Geo. Gardner.

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

Order No. 1480 Special .....£ 23 : 11 : "

Certificate .....£ " : " : "

Committee's Minute 22<sup>nd</sup> July 18 64

Character assigned A 1 for 10 Years  
Iron 12 Years

