

No 2563 Survey held at Carrickfergus

Date, first Survey 13th Sept

Last Survey 30th October 1878

on the

Schooner "Julia"

Master

J. Robinson

TONNAGE under Tonnage Deck 66.24
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage
Crew Space, as per Rule
Register Tonnage, cut on Beam 66.24
Engine Room
Register Tonnage, as a Steamer, cut on the Beam

Built at Gloster When built 1864 Launched
By whom built Miller & son Owners J. Robinson
Port belonging to Gloster Destined Voyage Coasting
If Surveyed while Building, Afloat, or in Dry Dock On Patent slip
(27/11 last No) (Gloster)

Length as per section 89	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Number of Decks
Length of Keel	45	6	19	0	7	7 1/2	1	7 1/2	one
Scantlings of Timber.									
TIMBER AND SPACE	18		18						
Floors	8	6	7	7					
1 st Foothooks	6	6	5 1/2	5 1/2					
2 nd Ditto	6	5	5 1/2	5 1/2					
3 rd Ditto	-	-	-	-					
Top Timbers	-	-	4	-	4				
Deck } N ^o 14 Average Space } 3.9	8	9	7 1/2	6 3/4	6 3/4	5 1/2			
Beams }									
Deck Beams, length amidships	17.9								
Hold } N ^o Average Space }	-	-	-	-	-	-			
Beams }									
Hold Beams, length amidships	-	-	-	-	-	-			
Keel	9	9	8	8	8	8			
Scarpas of Ditto	4.9								
Keelsons	12	15	9	9	9	9			
Scarpas of Ditto	-	-	-	-	-	-			
Outside Plank.									
Garboard Strakes	2 1/4	2							
Garboard to Bilge	2	2							
Bilge Planks	2	2							
Bilge to Wales	2	2							
Wales	3	3							
Topsides	3	2 1/4							
Sheer Strakes	2 3/4	2 1/4							
Plank Sheers	2 3/4	2							
Water } Upper Deck	8 x 5	6 3/4 x 5 1/2							
Ways } Lower Deck									
Ditto, faying surface against Timbers	5	4							
Upper Deck	2 3/4	2 1/2							
Dimensions of Ship per Register,									
length	76.6		breadth	18.8		depth	6.9		
Inside Plank.									
Limber Strakes	3	2 1/2							
Bilge Planks	2 1/2	2 1/2							
Ceiling in Flat	2	1 1/2							
Ditto Bilge to Clamp	5	2 1/2							
Hold Beam Clamps	-	-							
Deck Beam Ditto	-	-							
Ceiling 'twixt Decks	-	-							
Hold Beam Shelves	-	-							
Deck Beam Ditto	10 x 3 1/2	6 3/4 x 5 1/2							

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam } Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarpas of Keel, N ^o 6		1	14/16	Arms of Hooks		7/8	12/16	Boles in } Knees			
Keelson Bolts through Keel at each Floor		1	12/16	Thro' Bilge and Limber Strakes		3/4	9/16	Shelf or Clamp			
Bolts thro' Heels of Timbers against Deadwood			10/16	Thickstuff over Double Floors		3/4	9/16	Deck Beam } Waterway ..		3/4	10/16
Frame Bolts	Square Iron	5/8	-	Butt End Bolts		5/8	9/16	Boles in } Knees			
				Short Bolts in Ceiling		5/8	-	Shelf or Clamp			
				Pintles of the Rudder		2	1 1/8	Nails or Bolts in Flat of Deck	nails		
								TreenailsInches	1 1/4	1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 0 Inches. The Space between the Top-Timbers is 4 Inches.

The Floors consist of oak and a few Eng. elm The First Foothooks of oak

The Second Foothooks of Eng. Oak & Larch The Third Foothooks and Top Timbers of oak & Larch

The Main Keelson is Pitch pine and is free from all defects. The Shifts of the First and Second Foothooks are not less than 3.0

(The Rider Keelson is none) N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of oak ditto. The rest of the Shifts of the Frame are

Deadwood, of oak and ditto. The Frame is fairly squared from First Foothook Heads upwards,

The Stem, and Stern Post of oak ditto. and is free from sap, and from thence downwards, the frame is

The Deck and Hold Beams of oak & one Larch The entire Frames are frame bolted together to the Gunwale.

Breasthooks of oak & iron Knees of iron & oak N.B. If not, state how bolted

The Main piece of Rudder of oak Windlass of oak The Butts of the Timbers are fairly close together; their thickness not

(The Keel of Am elm) less than cross of the entire moulding at that place.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Eng. oak & pine The Frame is cross choiced with a Butt at each end of the choick.

From the above named height to the Wales Eng oak & pine N.B. If less than prescribed by the Rule, state whether general or

The Wales and Black strakes oak & p. pine The Topsides & Sheer-strakes Eng oak

The Spiketting and Plank-sheers Pitch pine The Water-ways { Upper Deck Pitch pine

The Decks Yellow pine State of Good Lower Deck

The Shifts of the Planking are not less than 5 Feet 0 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 Pitch pine

The Ceiling, Lower Hold, and between Decks Pitch pine Shelf Pieces and Clamps Pitch pine

Fastenings.—To Hold Beams

wood and iron lodging knees and a few with iron

shaps around top-limbers and eight pairs of long iron

hanging knees well bolted.

Number of Breasthooks Two Pointers Three Crutches one of wood & one of iron

Butt End Bolts are of iron in the Bottom Three Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes iron bolted through and clenched. Treenails of oak & pine How Made Turned

Thickstuff over Double Floors iron 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

Surveyor's Signature

Surveyor to Lloyd's Register of British and Foreign Shipping.

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

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	135	7/8		120-11/16	8 5/10	Bowers	1	5.0-14		3 1/2 Cwt	5-18/20
	Fore Top Sails,								1	3.0-7		3 1/2 "	-
	Fore Topmast Stay Sails,	Hmpn Strm Cbl.				45-7/16							
	Main Sails,	Hawser	90	6		75-5							
	Main Top Sails,	Towlines	90	4 1/2		90-3		Stream	1	1.1-0		0-3.0	
		Warp						Kedges	1	0.3-0		-2.0	
		All of <u>good</u> quality	75	3									

Her Standing and Running Rigging is sufficient in size and good in quality. She has one Long Boat and in good condition.

The present state of the Windlass is good Capstan ✓ and Rudder good Pumps good

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? Two ports in bulwarks close down to deck.

Cargo Hatchways.—How formed? In the usual way State size 12 x 7 ft

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? none

Hatches, themselves, whether strong and efficient? Strong

after Hatchways.—State size 5 x 7 ft

Order for Special Survey, No. _____ Date _____
Order for Ordinary Survey, No. _____ Date _____
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.

Section 60 - second survey.

Vessel placed on a patent slip, bottom & keel examined; outside planking from the bulges upwards dubbed bright, hold cleared and stages made both inside & outside. Two planks removed on each side above the stales and replaced with pitch pine and bow and buttock planks removed and replaced with larch and the Rules fully carried out.

The following repairs have been done:—The timbers and the whole of the ceiling including deck shelf renewed with p. pine; the whole of the deck renewed with yellow pitch pine. Keelson renewed with p. pine in one length. 56 top timbers & 3 buttocks renewed with larch and oak on Port side, and 52 top timbers and 13 buttocks renewed with larch & oak on starboard side. 22 floors renewed with Eng. oak a few beams of Eng. Elm. 3 beams renewed two of oak & one of larch; 15 new stanchions wrought on each side of oak & larch, waterways & covering boards renewed with p. pine. new carlings & coamings to main and after hatchways. Poughtrie rail repaired where necessary. Windlass taken to pieces and refitted. Chain plates rebolted and the rigging refitted. Vessel generally refastened and caulked from keel over all, and the bottom blacked down. Eight pairs of long iron hanging knees fitted. Anchors & chains and the equipment generally examined and found to be in good condition and all minor defects made good. This vessel is now in a good state of repair and in our opinion merits the favorable consideration of the Committee to be classed A.1. in red for 6 years. S.S. Bel 1878-6 yrs

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled no

When last done ✓

I am of opinion this Vessel should be Classed A.1. in red for 6 years

The Amount of the Entry Fee£ 1 : 0 : 0 received by me, Good
Special£ 3 : 3 : 0 30/10 1878
Certificate£ 1 : 2 : 6
(Travelling Expenses, if any, £ 2 : 3 : 0)

J. W. Scullard
Surveyor to Lloyd's Register of British and Foreign Shipping.

Gen Committee's Minute November 14th 1878

Character assigned A.1. in Red for 6 years
with rotation part 5th year

Letter to Surveyor 4/11/78

William Young
Foreman Shipwright
This vessel appears eligible to be classed A.1. in red for 6 years
S.S. Bel 78 6 yrs
The testing certificate of the anchors and chains has not been produced - the equipment however is in accordance with the requirements of the rules and is in good condition 5/11/78

LRF/PUN/BEL 51/361R