

No. 2719 Survey held at Newquay Date 7 June 1864  
 on the Schooner "Juliana" Master Thomas Jones  
 Tonnage Old \_\_\_\_\_ New 59 Built at Newquay When built 1861 Launched June 1861  
 By whom built James Davies Owners Thomas Jones & others  
 Port belonging to Newquay Destined Voyage Coasting  
 If surveyed while Building, Afloat, or in Dry Dock while building.

Length aloft	Feet. Inches.			Extreme Breadth Outside	Feet. Inches.			Depth of Hold	Feet. Inches.		
	Sided.	Moulded.	IN SHIP.		Sided.	Moulded.	IN SHIP.		Sided.	Moulded.	IN SHIP.
Length aloft	60	4		21	3		10	2			
<b>Scantlings of Timber.</b>											
TIMBER AND SPACE	19			18							
Floors	9			7							
1st Foothooks	7			7							
2nd Ditto	6 1/2			5 1/2							
3rd Ditto	6 1/2			5 1/2							
Top Timbers	5 1/2	6	4 1/2	5 1/2							
Deck Beams, length amidships	18			7							
Hold Beams, length amidships	10	12		8							
Keel	11	12		8							
Scarp of Ditto	11	12		8							
Keelsons	11	12		8							
Scarp of Ditto	11	12		8							

Outside.	INCHES.		Inside.	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	2 1/4	2	Limber Strakes	2 1/4	2
Garboard to Bilge	2 1/4	2	Bilge Planks	2 1/2	2
Bilge Planks	3 1/4	2	Ceiling in Flat	2 1/4	2
Bilge to Wales	3 1/2	2	Ditto Bilge to Clamp	2 1/4	2
Wales	3 1/2	3	Hold Beam Clamps	3 1/2	2
Topsides	2 1/2	2 1/4	Deck Beam Ditto	2 3/4	2 1/4
Sheer Strakes	2 3/4	2 1/4	Ceiling 'twixt Decks		
Plank Sheers	2 1/2	2	Hold Beam Shelves		
Water-Ways	6 1/2	5 1/2	Deck Beam Ditto		
Ditto, faying surface against Timbers	3 1/2	3 1/2			
Upper Deck	2 1/4	2 1/2			

Heel-Knee, & Deadw'd abaft	Copper or Iron in Ship.	Inches required per Rule.	Transoms and throats of Hooks	Copper or Iron in Ship.	Inches required per Rule.	Hold Beam Bolts in	Waterway	Copper or Iron in Ship.	Inches required per Rule.
Scarp of Keel, N°	2	2	Arms of Hooks	2	2				
Keelson Bolts through Keel at each Floor	2	2	Thro' Bilge & Limber Strakes	2	2				
Bolts thro' Heels of Timbers against Deadwood	2	2	Thickstuff over Double Floors	2	2				
	2	2	Butt End Bolts	2	2				
	2	2	Pintles of the Rudder	2	2				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 26 3/4 Inches. The Space between the Top-Timbers is 36 1/2 Inches.  
 The Floors consist of Cup Oak The First Foothooks of Cup Oak  
 The Second Foothooks of Cup Oak The Third Foothooks and Top Timbers of Cup Oak  
 The Shifts of the First and Second Foothooks are not less than 3/5 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 very 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 3 of the entire moulding at that place.  
 The Frame is well chocked with 2 Butt at each end of the chock. The Main piece of Rudder Cup Oak of Windlass is Cup Oak  
 The Keel is R. R. Elm The Main Keelson is Cup Oak and free from all defects.  
 The Stem, and Stern Post of Cup Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Cup Oak and are free from all defects.  
 The Deck and Hold Beams of Cup Oak The Breasthooks of Cup Oak The Knees of Cup Oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is R. R. Elm  
 From the above named Height to the Light Water Mark Cup Oak  
 From the Light Water Mark to the Wales Cup Oak  
 The Wales and Black-strakes are Cup Oak The Topsides & Sheer-strakes Cup Oak  
 The Spirketting and Plank-sheers Cup Oak The Water-ways { Upper Deck Cup Oak Lower Deck \_\_\_\_\_  
 The Decks Yellow Pine 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 3 between, and without step-butting in two instances in topsides & Wales bottom (see Remarks)

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Cup Oak  
 The Ceiling, Lower Hold, and between Decks Cup Oak Shelf Pieces and Clamps Cup Oak  
**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams Double toping knees in each Beam space and 4 pairs of Hanging knee knees extending to floors.  
 Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of Iron in the Bottom, and two Bolt in each Butt End through and clenched.  
 Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Cup Oak How Made Turned  
 Thickstuff over Double Floors \_\_\_\_\_ 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 Thomas Gwynne  
 BRS80-294

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> .		Fathoms.	Inches	N <sup>o</sup> .	Weight.
<u>one</u>	Fore Sails,	126	<u>15</u> / <u>16</u>	2	5.3.2
<u>one</u>	Fore Top Sails,	52	90	1	1.19
	Fore Topmast Stay Sails,	42	90	1	2.3.6
	Main Sails,				
	Main Top Sails,				
	and <u>stow sails</u>			3	1.1.16
					10.8

Her Standing and Running Rigging Stump sufficient in size and good in quality.

She has one Long Boat and \_\_\_\_\_

The present state of the Windlass is of which Capstan and Rudder good Pumps two 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	2nd. When the Beams are put in, &c.	3rd. { When completed, and before the plank 'be painted or payed }
	<u>19 June 1863</u>	<u>9 February 1864</u>	<u>31 March 1864, 7 June 1864 and other occasions</u>

This vessel has been built under Common Survey, the Supplementary Surveys have been held at the proper periods. The scantlings and sizes throughout are in excess of Rules. The step-buttock alluded to on other side is amply compensated for by a pair of Hanging Tree Riders to deck Beams. Testing Certificates produced for Bower Anchors tested to 7.7.2 tons and the Chains to 15.2 Tons.

The "Juliana" is a strong little vessel and I recommend her to be classed 12 A1

*Overhauled*

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

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 12 A1

The Amount of the Fee.....£ 1 : : is received by me,  
 Special .....£ 2 : 2 *at each of the two Suppl Surveys and resurveyed quarters ending June 1863 & March 1864.*  
 X Certificate .....£ : 2 : 6

Committee's Minute 7/10/21 Since 1864

Character assigned 1 for 12 Years

