

No. 2719 Survey held at Newquay Date 7 June Recd 27/6/64
on the Schooner Juliana Master Thomas Jones
Old Tonnage 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. 68	Inches. 4	Extreme Breadth Outside	Feet. 20	Inches. 3	Depth of Hold	Feet. 10	Inches. 2
Scantlings of Timber.				Thickness of Plank.				
TIMBER AND SPACE				Outside.				Inside.
Floors	19	9	18	7	2 1/2	2	2 1/2	2 1/2
1st Foothooks	7	8	16	7	2 1/2	2	2 1/2	2 1/2
2nd Ditto	6 1/2	7	15	7	2 1/2	2	2 1/2	2 1/2
3rd Ditto	5 1/2	6 1/2	14 1/2	7	2 1/2	2	2 1/2	2 1/2
Top Timbers	5 1/2	6 1/2	14 1/2	7	2 1/2	2	2 1/2	2 1/2
Deck Beams	1 1/2	8 1/2	6 1/2	7	2 1/2	2	2 1/2	2 1/2
Deck Beams, length amidships	18				2 1/2	2	2 1/2	2 1/2
Hold Beams	10	12	8	8	2 1/2	2	2 1/2	2 1/2
Keel	10	12	8	8	2 1/2	2	2 1/2	2 1/2
Scarp of Ditto	11	14	9	9	2 1/2	2	2 1/2	2 1/2
Keelsons	11	14	9	9	2 1/2	2	2 1/2	2 1/2
Scarp of Ditto	11	14	9	9	2 1/2	2	2 1/2	2 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
Scarp of Keel, N°	2	2	2	Arms of Hooks	2	2	2	Bolts in	Knees	2	2	2
Keelson Bolts through Keel	2	2	2	Thro' Bilge & Limber Strakes	2	2	2	Deck Beam	Waterway ..	2	2	2
at each Floor	2	2	2	Thickstuff over Double Floors	2	2	2	Bolts in	Knees	2	2	2
Bolts thro' Heels of Timbers	2	2	2	Butt End Bolts	2	2	2		Shelf or Clamp	2	2	2
against Deadwood	2	2	2	Pintles of the Rudder	2	2	2	Nails or Bolts in Flat of Deck		2	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 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 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 2. 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, the Plank is 2. 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

The Decks Yellow Pine Lower Deck Cup Oak

The Shifts of the Planking are not less than 5 Feet 0 Inches. State of good

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

Planking Inside.—The Limber-strakes and Bilge-strakes are Cup Oak The Planking is wrought 3 between, and without step-butting in two

The Ceiling, Lower Hold, and between Decks Cup Oak instances in topsides & wales & bottom (see Remarks)

Fastenings.—To Hold Beams Cup Oak Shelf Pieces and Clamps Cup Oak

Deck Beams Double looking rules in each Beam space and 4 pairs of Hanging

rule rails extending to floor.

Number of Breasthooks 4 Pointers one Crutches one

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 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 Thomas Jones Surveyor's Signature Thomas Jones

BR880-294

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.	N ^o .	Weight.
<u>one</u>	Fore Sails,	Chain	<u>126</u> <u>15</u>	Bower,	<u>2</u> <u>5-3-2</u>
<u>one</u>	Fore Top Sails,	Hempen Stream Cable	<u>5</u> <u>90</u>		<u>5-1-19</u>
	Fore Topmast Stay Sails,	Hawser	<u>4</u> <u>90</u>	Stream,	<u>1</u> <u>2-3-6</u>
	Main Sails,	Towlines			
	Main Top Sails,	Warp		Kedge,	<u>3</u> <u>1-1-16</u>
	and <u>stare sails</u>	All of <u>good</u> quality.			<u>1-0-8</u>

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 unchanged 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	<u>19 June 1863</u>
2nd. When the Beams are put in, &c.	<u>9 February 1864</u>
3rd. { When completed, and before the plank 'be painted or payed }	<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-buttling alluded to on other side is amply compensated for by a pair of Hanging Tree Riders to each Beam. 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

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

X Certificate£ : 2 : 6

Travelling expenses for all surveys
Committee's Minute 7/10 21. 4 Since 18 64

Character assigned 1 for 12 years

