

No. 407 Survey held at Jersey.

Date Various, until 12 Nov 1840

on the Barge "Royal Sovereign" Master Phillip Deslandes

Tonnage 550 old 570 new Built at Jersey When built laid down Feb 1847 Launched Sept 48

By whom built Geo Deslandes and Son. Owners Geo Deslandes & Son

Port belonging to Jersey Destined Voyage

If Surveyed Afloat or in Dry Dock on the Stocks &c -

Length aloft 121/2 feet 129 inches Extreme Breadth 27 feet 4 inches Depth of Hold 20 feet

Scantlings of Timber.

Timber and Space	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Timber and Space	27					
Floors	11					
1st Foothooks	11					
2nd Ditto	10					
3rd Ditto	9					
Top Timbers	9					
Deck Beams N° 23	10					
Hold Beams N° 10	13					
Keel	13					
Kelsons	14					

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3	Foot Waling	4
Bilge Planks	5	Bilge Planks	5
Bilge to Wales	4	Ceiling in Flat	3
Wales	5	Ditto Bilge to Clamp	3
Topsides	3	Hold Beam Clamps	4
Sheer Strakes	4	Deck Beam Ditto	3
Plank Sheers	4	Ceiling 'twixt Decks	2
Water-Ways	6	Hold Beam	9 1/4
Upper Deck	3	Deck Beam	6 1/2

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.

El-Knee, and Dead Wood abaft	1 1/2
Scaphs of Keel	3
Timber Bolts	1 1/2
on ditto	1 1/2
Transoms and throats of Hooks	1 1/2
of Hooks	1 1/2

Copper or Iron.

Bolts thro' the Bilge and Foot Waling	1 1/2
Butt End Bolts	3/4
Lower Pintle of the Rudder	3/2

Hold Beam	1 1/2
Deck Beam	1

Spacing.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 Inches. The Space between the Top-timbers is 0 Inches. The Stem, Stern Post, are composed of English Oak. the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & Jersey Oak and are free from all defects.

Floors and first Foothooks are composed of English, Jersey and Stettin Oak Timber. The other Foothooks and Top Timbers of English and Jersey Oak.

The Shifts of the first and second Foothooks are not less than 4 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 squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is squared.

The Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is choiced with a Butt at each end of the choick.

The Main Kelson is composed of Stettin Oak and the False Kelson of Stettin Oak

The Scarphs of the Kelsons are not less than 7 feet inches.

The Deck and Hold Beams are composed of English, Jersey, and Stettin Oak for Hold Beams

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Beech Oak and Elm

From the first Foothook Heads to the Light Water Mark of Stettin Oak

From the Light Water Mark to the Wales of D. D.

The Wales and Black-strakes are of English Oak The Topsides of English & Jersey Oak

The Sheer-strakes and Plank-sheers of D. D. The Water-ways of Baltic Red Fir

The Decks of Red Fir / Baltic State of very 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 Strakes between

Planking Inside.—The Limber-strakes are composed of Stettin Oak the Bilge Planks of Stettin Oak

The Ceiling, Lower Hold, of Stettin Oak Between Decks of Stettin Oak

Shelf Pieces of Stettin Oak Clamps of Stettin Oak.

Fastenings.—To Hold Beams Double lodging Iron knees and an Iron

Hanging Knee to each Beam End

Deck Beams Dowelled into the Shelf piece, and an Iron

Hanging Knee to each Beam End

Number of Breasthooks Five Pointers 1 Pair Crutches 2 Aft & 1 forward

Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Signature George Deslandes & Son Surveyor's Signature

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 .		
2	Fore Sails,	130	Chain	1 1/2	3	Bower, s	WS - 23-3-0
2	Fore Top Sails,	90	Hempen Stream Cable	5 1/2	1	Stream,	WS 23-1-14
2	Fore Topmast Stay Sails,	120	Hawser	6	2	Kedge, s	WS 10-3-7
2	Main Sails,	120	Towlines	5			1S 6-1-0
2	Main Top Sails,	100	Warp	4			{ 4-1-16
	and all New -		All of <u>New</u> quality.				{ 2-1-0

Her Standing and Running Rigging is sufficient in size and all New in quality.

She has One Long Boat and 1 Pinnace, 1 Jolly Boat & a Gig

The present state of the Windlass is Pat Nipper Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

Charles Graham Esq^r
White Lion Court
Cornhill
London

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over Paper When last done October 1848

I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 6:0:0 is received by me,

Special£

Certificate (if required)£ : 10:-

Committee's Minute 21st Nov 1848

Character assigned A1

She has been built under a Shed and 1 year & 9 months building. all the through Bolts or Copper She was inspected by Mr Crewe both times that gentleman visited this Island and I beg to refer you to him for the period

Samuel Survevor

