

No. 637 Survey held at Joree in Jersey Date Various till Nov 19 1852
 on the Hetch "Julia" Master James Chambers
 Tonnage Old 00 New 50 Built at Joree Jersey When built from 15 June Launched Nov 15 1852
 By whom built Phil^r J^r Le Sueur Owners Jas^r Chambers & Co
 Port belonging to Jersey Destined Voyage Freiter & Coasting
 If Surveyed while Building, Afloat, or in Dry Dock On the Stocks

Length aloft 65 feet Keel 60 Feet. Inches. Extreme Breadth 17 Feet. Inches. Depth of Hold 9 Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Moulded	Middle Ends	Outside.	Inches.	Inside.	Inches.
Floors.....sided	10 1/2	6 1/2	9 7	Keel to Bilge	2	Limber Strakes	2 3/4
1 st Foothooks.....	6	"	7 6	Bilge Planks.....	2 1/2	Bilge Planks.....	2 1/2 3
2 nd Ditto.....	6	"	6 1/2 5	Bilge to Wales.....	2	Ceiling in Flat.....	2 1/2
3 rd Ditto.....	6	"	5 1/2 4	Wales.....	3 1/4	Ditto Bilge to Clamp.....	2 1/2
Top Timbers.....	5 1/2	"	4 1/2 4	Short Hoods.....	3	Hold Beam Clamps.....	3
Deck Beams N ^o 21 Average Space <u>3 feet</u>	7	"	7 5	Topsides.....	2	Deck Beam Ditto.....	3
Hold Beams N ^o <u>in</u> Average Space <u>2</u>	7	"	7 5	Sheer Strakes.....	2 1/2	Ceiling 'twixt Decks.....	4
Keel.....	0	"	14	Plank Sheers.....	2 1/2	Hold Beam Shelves.....	7
Keelsons.....	10	"	11	Water-Ways.....	flush	Deck Beam Ditto.....	4
Scarp of Ditto.....	5 1/2 feet	-	-	Upper Deck.....	2 1/2		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1	7	Transoms and throats of Hooks ..	7/10	-	Lower Pintle of the Rudder	2 1/4	-
Scarp of Keel.....N ^o 0 ^r 1/4 & 5/10	7/10	7	Arms of Hooks	3/4	-	Hold Beam	-	-
Floor Timber Bolts	7/10	7	Bolts thro' Bilge & Limber Strakes	5/10	-	Deck Beam	-	3/4
Kelson ditto	7/10	7	Butt End Bolts	5/10	-			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 6 Inches. The Space between the Top-timbers is 7 Inches. The Stem, Stern Post, consist of Jersey Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Jersey Oak and are - free from all defects. The Floors consist of English & Jersey Oak The First Foothooks of E & Jersey Oak Timber. The Second Foothooks of D^o The Third Foothooks of D^o The Top Timbers of D^o. The Shifts of the first and second Foothooks are not less than 3 feet 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 ~~main~~ Frames are all bolted together to the Gunwale. Top Timbers N. B. If not, state how bolted. The Butts of the Timbers are - close together; their thickness not less than half of the entire moulding at that place. The Frame is - chocked with a Butt at each end of the chock. The Main Keelson is Foreign Oak and free from all defects. The False Keelson is none. The Deck Beams consist of Jersey Oak The Hold Beams of none The Knees of Oak.

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Red Fir. From the above named Height to the Light Water Mark Red Fir. From the Light Water Mark to the Wales Red Fir. The Wales and Black-strakes are Jersey and Foreign Oak. The Topsides Jersey Oak. The Sheer-strakes Oak and Plank-sheers Oak. The Water-ways flush. The Decks Baltic Red Fir State of very good. The Shifts of the Planking are not less than 5 Feet 6 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 Oak the Bilge Planks Oak. The Ceiling, Lower Hold, Red Fir Between Decks -. Shelf Pieces Foreign Oak (disputed) Clamps Foreign Oak Builder say Jersey Oak. Fastenings.—To Hold Beams none.

Deck Beams Lodging Knees of Jersey Oak, Dovetailed & Bolted to the Shelves. Number of Breasthooks two Pointers - Crutches -. Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Oak How Made Planed. General Quality of Workmanship very good.

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

Builder's Signature Phil^r J^r Le Sueur Surveyor's Signature B. J. Danvers

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.
2	Fore Sails,	Chain	75	13/16	Bower, 2 5-0-0
5	Fore Top Sails, <i>Tibs</i>	Hempen Stream Cable	60	5- 4-0-20
-	Fore Topmast Stay Sails,	Hawser	60	4	Stream, 1 2-0-0
1	Main Sails, & 1 <i>Try</i> Sail	Towlines	60	3	
1	Main Top Sails, <i>Soft</i>	Warp	120	2 1/2	Kedge, 2 1-1-0
and <i>all new</i>		All of <i>good</i> quality.		 0 3-0

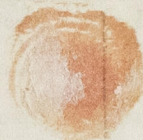
Her Standing and Running Rigging is quite sufficient in size and good in quality.

She has One Long Boat and

The present state of the Windlass is good Capstan good Rudder good Pumps 2 of Lead good

General Remarks—Statement and Date of Repairs.

Charles Graham Esq.
White Lion Court
Cornhill,
London



If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed P.A.1-

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, this 19 day of Nov 1852.

Special£ 4 : 0 : 0

Certificate (if required)£ 0 : 5 : 0

James Danwell Surveyor

Committee's Minute 23rd Nov 1852

Character assigned Light Dray
[Signature]

