

No. 492 Survey held at Harve des pas. Date 19<sup>th</sup> April 1856  
on the Barque "Omnicurs" Master Peter Briard  
Tonnage Old Built at Jersey When built 1855/56 Launched 5<sup>th</sup> April  
By whom built Le Perreux & Vautier Owners Orange Briard & Co.  
Port belonging to Jersey Destined Voyage Jersey to Liverpool  
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.
	15.3	7.5		28.	9.5		17.	7
Scantlings of Timber.			Thickness of Plank.					
TIMBER AND SPACE			Outside.			Inside.		
Floors sided			Garboard Strakes			Limber Strakes		
1 <sup>st</sup> Foothooks	11 1/2	12	10 3/4	4	4	Bilge Planks	14 1/2	13
2 <sup>nd</sup> Ditto	10 1/2	10 3/4	8 1/2	4	4	Ceiling in Flat	13	13
3 <sup>rd</sup> Ditto	9 1/2	9 1/2	8 1/2	4 1/2	4 1/2	Ditto Bilge to Clamp	13	13
Top Timbers	9 1/2	8 1/2	6 1/2	5	5	Hold Beam Clamps	4 1/2	4 1/2
Deck Beams N <sup>o</sup> 26 Average Space	4 1/2	8 3/4	7 3/4	4	4	Deck Beam Ditto	3 1/2	3 1/2
Deck Beams, length amidships	25 1/2	10 1/2	10 1/2	4	4	Ceiling 'twixt Decks	2 1/2	2 1/2
Hold Beams N <sup>o</sup> 17 Average Space	5 1/2	12 1/2	10 1/2	4	4	Hold Beam Shelves	"	"
Hold Beams, length amidships	26 1/2	6 1/2	"	4	4	Deck Beam Ditto	11 1/2	11 1/2
Keel	14 1/4	15	"	Upper Deck	12 1/2			
Scarphs of Ditto	6 1/2	"	"	Lower Deck	"			
Keelsons	16	16	"	Upper Deck	3 1/2			
Scarphs of Ditto	7 1/2	"	"					

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

Heel-Knee, and Deadwood abaft	Iron	Copper	Transoms and throats of Hooks	Iron	Copper	Hold Beam Bolts in	Waterway	Iron	Copper
Scarphs of Keel.....N <sup>o</sup> 8	1	"	Arms of Hooks	1 1/2	"	Knees	1 1/2	"	"
Keelson Bolts through Keel at each Floor	1 1/2	"	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	7/8	"	Shelf or Clamp	1 1/2	"	"
Bolts through Heels of Timbers against Deadwood	7/8	"	Butt End Bolts	7/8	"	Deck Beam Bolts in	Waterway	7/8	"
			Pintles of the Rudder	3/8	"	Knees	7/8	"	"
						Shelf or Clamp	7/8	"	"
						Nails or Bolts in Flat of Deck	6 1/2	"	"
						Treenails	1 3/4	"	"

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 5 1/4 Inches. The Space between the Top-Timbers is 4 1/2 Inches. The Floors consist of English & Jersey Oak. The First Foothooks of English & Jersey Oak. Timber. The Second Foothooks of English & Jersey Oak. The Third Foothooks and Top Timbers of English & Jersey Oak. The Shifts of the First and Second Foothooks are not less than 4 ft. 1 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 ft. 2 in. upwards.

The Frame is Well squared from the First Foothook Heads upwards, and " 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 " close together; their thickness not less than 7/8 of the entire moulding at that place.

The Frame is iron chocked with a Butt at each end of the chock.

The Main Keel is English Oak.

The Main Keelson is Breuchant & Mahogany and " free from all defects.

The False Keelson is ".

The Stem, and Stern Post, consist of English Oak and Mahogany. The Transoms, Aprons, Knight Heads, and Hawse Timbers of English Oak. Deadwood, of English Oak lower and are " free from all defects.

The Deck and Hold Beams consist of English Oak & Mahogany. The Breasthooks of English Oak. The Knees of English Oak.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is Continental White Oak or to the First Foothook Heads } White Oak and Pitch Pine.

From the above named Height to the Light Water Mark Continental White Oak.

From the Light Water Mark to the Wales Mahogany and English Oak.

The Wales and Black-strakes are Mahogany & English Oak.

The Topsides Mahogany & English Oak.

The Sheer-strakes and Plank-sheers Mahogany & English Oak. The Water-ways { Upper Deck Pitch Pine and Mahogany Lower Deck "

The Decks Pitch Pine.

State of Good

The Shifts of the Planking are not less than 15 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 Shore between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Continental White Oak.

The Ceiling, Lower Hold, and between Decks Continental White Oak. Shelf Pieces and Clamps Continental White Oak.

**Fastenings.**—To Hold Beams Nine pairs of Iron hanging knees, and two pairs of patent plate fastenings to each beam where there are no hanging knees.

Deck Beams Waterway. Ship. thirteen pairs of Iron hanging knees, and two pairs of patent plate fastenings to each beam where there are no hanging knees.

Number of Breasthooks 2 of Wood. 2 of Iron Pointers One

Crutches Two.

Butts End Bolts are of Yellow Metal in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched.

Treenails of English Oak How Made By the turner

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 Le Perreux & Vautier

Surveyor's Signature W. M. M. M.

5659-0094



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.
2	Fore Sails,	Chain .....	240	1 1/2		Bower, .....	1 28.0.0
2	Fore Top Sails,	Hempen Stream Cable .....	90	1			1 26.0.7
2	Fore Topmast Stay Sails,	Hawser .....	100	8		Stream, .....	1 8.2.10
1	Main Sails,	Towlines .....	60	9			
2	Main Top Sails,	Warp .....	120	1		Kedge, .....	1 5.0.0
and other requisite sails		All of <u>good</u> quality.	120	6			1 2.3.14
			120	5			

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

She has 22 feet Long Boat and two others 22 & 19 feet long.

The present state of the Windlass is sound & good Capstan " Rudder good Pumps 2 of lead.

#### 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>30<sup>th</sup> October</u>	<u>1855.</u>
	2nd. When the Beams are put in, &c.	<u>19<sup>th</sup> December</u>	<u>1855.</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>25<sup>th</sup> March</u>	<u>1856.</u>

*Built under special survey, the materials are of good quality, of the sizes and description known, shated, and the workmanship is good, fastened with trenails and Yellow Metal bolts in all external fastenings, including the heels of the East timbers, and the nails in the flat of the upper deck, to the entire exclusion of Iron, the bilges are additionally secured by the application of 24 external Iron plates 14 ft long, 5 in broad, by 7/8 in thick, let into, and independently fastened to the frame, with an Iron bolt of 7/8 in diam<sup>r</sup> in each timber.*

*Testing certificate of the proof strain of the chain Cable produced.*

Present condition of Caulking of Bottom, new & good Deck, do and Waterways do

If Sheathed, Doubled, Felted, or Coppered Yellow metal on paper When last done now new.

I am of opinion this Vessel should be Classed 11 A 1.

The Amount of the Fee.....£ 5 : : : is received by me,

Special .....£ 25 : 11 : "

Certificate ....£ : : : "

Committee's Minute 25<sup>th</sup> April 1856

Character assigned A 1 for 11 Years



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