

No. 1160 Survey held at Jersey Date March 14th 1864
on the Brig "Quick" Master John Philant
Tonnage Old Built at Jersey When built 1863-64 Launched Feb^y 22nd 1864
By whom built Geo. Deslandes & Son Owners Geo. Deslandes
Port belonging to Jersey Destined Voyage India
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft			Extreme Breadth Outside			Depth of Hold		
Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
15	0		23	0		13	5	
Scantlings of Timber.								
TIMBER AND SPACE								
Floors	9 1/2	10	4 3/4	8 3/4	11 3/4	Garboard Strakes	3	2 3/4
1 st Foothooks	8 1/2	10	4 1/2	8 1/2	11 3/4	Garboard to Bilge	3	2 3/4
2 nd Ditto	8 1/2	10	4 1/2	8 1/2	11 3/4	Bilge Planks	3	2 3/4
3 rd Ditto	8 1/2	10	4 1/2	8 1/2	11 3/4	Bilge to Wales	3	2 3/4
Top Timbers	8 1/2	10	4 1/2	8 1/2	11 3/4	Wales	4 1/4	4 1/4
Deck { No. 2 } Average { 3 x 11 1/2 }	8 1/2	10	4 1/2	8 1/2	11 3/4	Topsides	3 1/2	3 1/4
Deck Beams, length amidships	21	6	6	6	6	Sheer Strakes	3 1/2	3 1/4
Hold { No. 8 } Average { 8 Feet }	10 1/2	10	9	10 1/2	8 3/4	Plank Sheers	3 1/2	3 1/4
Hold Beams, length amidships	21	6	6	6	6	Water-Upper Deck	8 1/4 x 7	5
Keel	11	11 1/2	10 1/2	10 1/2	8 3/4	Ways { Lower Deck	3 1/4	2 3/4
Scarp of Ditto	5	6	4	9		Ditto, faying surface against Timbers	5	5
Keelsons	12 1/2	12 1/2	11 3/4	11 3/4	8 3/4	Upper Deck	2 3/4	2 1/2
Scarp of Ditto	6	6	5	5	8 3/4			

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

Heel-Knee, & Deadw'd abaft			Transoms and throats of Hooks			Hold Beam { Waterway ..		
Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
1/4	1/4	1	1/8	1/8	1 1/8	Bolts in { Knees	3/4 x 1	1 1/4
3/16	3/16	3/4	1/16	1/16	1 1/16	Shelf or Clamp	3/4 x 1	1 1/4
15/16	15/16	1/8	1/16	1/16	1 1/16	Deck Beam { Waterway ..	3/4 x 1	1 1/4
3/8	3/8	1/10	1/16	1/16	1 1/16	Bolts in { Knees	3/4 x 1	1 1/4
			1/16	1/16	1 1/16	Shelf or Clamp	3/4 x 1	1 1/4
			1/16	1/16	1 1/16	Nails or Bolts in Flat of Deck	3/4	1 1/4
			1/16	1/16	1 1/16	Treenails Inches	1 1/4	1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 21 3/4 Inches. The Space between the Top-Timbers is 2 1/4 Inches.
The Floors consist of Continental White & French Oak The First Foothooks of Continental White & French Oak
The Second Foothooks of French & English Oak The Third Foothooks and Top Timbers of French & English Oak
The Shifts of the First and Second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are sufficient
The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared and free from sap

The Frames are 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 1/3 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is French Oak of Windlass is French Oak
The Keel is 12 x 18 English Oak The Main Keelson is French Oak & Green Heart and free from all defects.

The Stem, and Stern Post of French Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of French Oak Deadwood, of English Oak to a foot and are free from all defects.

The Deck and Hold Beams of French & English Oak The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Red Pine
From the above named Height to the Light Water Mark Red Pine
From the Light Water Mark to the Wales Red Pine

The Wales and Black-strakes are Continental white Oak The Topsides & Sheer-strakes Continental white Oak

The Spirketting and Plank-sheers Continental white Oak The Water-ways { Upper Deck Continental

The Decks Yellow Pine { Lower Deck White Oak State of 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 smooth 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 & Red Pine Shelf Pieces and Clamps Continental white Oak & Red Pine

Fastenings.—To Hold Beams Iron Sodging knees and an Iron Hanging knee to each Beam

Deck Beams Iron Sodging knees in Mast Rooms and an Iron Hanging knee to each Beam

Number of Breasthooks Five Pointers One Crutches One

Butt End Bolts are of Metal in the Bottom: Two Bolts in each Butt End through and clenched.

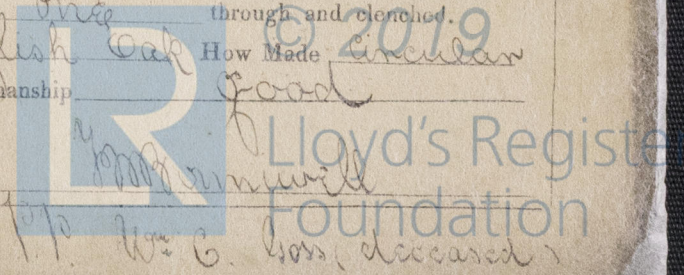
Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Circular

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 George Deslandes & Son Surveyor's Signature

52549-0307



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.
	Fore Sails,	Chain <u>Proof strain</u> <u>22-15</u>	195	1 1/8	Bowers <u>Proof strain</u> <u>13-10</u>	3	11-2-10
	Fore Top Sails,	Hempen Stream Cable	90	8	<u>12-11</u>	3	10-2-26
	Fore Topmast Stay Sails,	Hawser	90	6	<u>12-10-21</u>	1	10-0-16
	Main Sails,	Towlines	90	5	Stream,		3-1-5
	Main Top Sails,	Warp	90	4	Kedge,	2	2-0-7
		All of <u>good</u> quality.					1-1-6

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

She has one Long Boat and another

The present state of the Windlass is good Capstan bricks Rudder and Pumps 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 June 30th 1863
2nd. When the Beams are put in, &c. August 3rd "
3rd. { When completed, and before the } October
plank be painted or payed }

Built under Special Survey.

The whole of the outside planking is fastened with S. Metal to the entire exclusion of iron. The deck, however, is fastened with galvanized iron nails. Built under a Sheel according to Section 52.

Present condition of Caulking of Bottom, good Deck, good and Waterways good
N^o Sheathed, Banded, Bolted, or Copied with Yellow Metal to the back line When last done now

I am of opinion this Vessel should be Classed 10

The Amount of the Fee.....£ 3 : u : u is received by me,

Special£ 11 : 8 : u

Certificate£ u : u : u

Committee's Minute 18th March 1864

Character assigned 1 for 10 Years

W.H.D.



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