

No. 1162 Survey held at Jersey Date April 1st 1864  
on the Schooner "Hittin" Master Segros  
Tonnage Old Built at Jersey When built 1863-64 Launched March 23rd  
By whom built Esnoff & Co Owners Esnoff & Co  
Port belonging to Jersey Destined Voyage China  
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.	
92			22			11		
Scantlings of Timber.								
Timber and Space			Outside.			Thickness of Plank.		
Floors			Garboard Strakes			Limber Strakes		
8 1/2	10 3/4	8 1/4	3	2 1/4	3	3	2 3/4	
1st Foothooks			Garboard to Bilge			Bilge Planks		
8		6 1/2	3	2 1/4	3	2 1/4	1 3/4	
2nd Ditto			Bilge to Wales			Ceiling in Flat		
6 1/2		5	2 1/2	2 1/4	2 1/4	2 1/4	1 3/4	
3rd Ditto			Wales			Ditto Bilge to Clamp		
6 1/2		5	4	3 1/2	4	2 1/4	1 3/4	
Top Timbers			Topsides			Hold Beam Clamps		
8 1/2	8 1/2	6 1/2	3	2 1/2	3	2 1/2	2 1/4	
Deck Beams			Sheer Strakes			Deck Beam Ditto		
8 1/2	8 1/2	6 1/2	3	2 1/2	3	2 1/2	2 1/4	
Deck Beams, length amidships			Plank Sheers			Ceiling 'twixt Decks		
20	8 1/2	6 1/2	2 1/2	2 1/4	2 1/2	2 1/2	1 3/4	
Hold Beams			Water - Upper Deck			Hold Beam Shelves		
8 1/2	8 1/2	6 1/2	4 1/2	4 1/2	4	4 1/2	4 1/2	
Hold Beams, length amidships			Ways - Lower Deck			Deck Beam Ditto		
8 1/2	8 1/2	6 1/2	4 1/2	4 1/2	4	4 1/2	4 1/2	
Keel			Ditto, faying surface against Timbers					
11	12 3/4	9	5	4	4			
Scarp of Ditto			Upper Deck					
5	8 1/2	4	2 1/2	2 1/4	2 1/2			
Keelsons								
12 1/2	14	10						
Scarp of Ditto								
6	8 1/2	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		
1		1 1/2	1		1 1/2	Waterway		
Scarp of Keel, N°			Arms of Hooks			Bolts in	Knees	
3/4		3/4	1/8		3/4	Shelf or Clamp		
Keelson Bolts through Keel			Thro' Bilge & Limber Strakes			Deck Beam	Waterway	
1/8		1 1/2	1/8		1 1/2	Bolts in	Knees	
at each Floor			Thickstuff over Double Floors				Shelf or Clamp	
1/8		1 1/2	1 1/2		1 1/2	Nails or Bolts in Flat of Deck		
Bolts thro' Heels of Timbers			Butt End Bolts			Treenails	Inches	
1 1/2		1 1/2	1 1/2		1 1/2			
against Deadwood			Pintles of the Rudder					
1 1/2		1 1/2	1 1/2		1 1/2			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 to 2 Inches. The Space between the Top-Timbers is 3 to 4 Inches.  
The Floors consist of French, English & Jersey Oak The First Foothooks of French, English & Jersey Oak  
The Second Foothooks of French, English & Jersey Oak Third Foothooks and Top Timbers of French, English & Jersey Oak  
The Shifts of the First and Second Foothooks are not less than 3 Feet 8 ins. N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are 3 Feet 8 ins  
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

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 Windlass is French Oak  
The Keel is English Elm The Main Keelson is French & English Oak and free from all defects.  
The Stem, and Stern Post of English & French Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English French Oak Deadwood, of French Oak and are free from all defects.  
The Deck and Hold Beams of English & French Oak The Breasthooks of Iron & Steel Oak The Knees of Iron & French Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Beech, French Oak & English Oak  
From the above named Height to the Light Water Mark French Oak & Green Heart  
From the Light Water Mark to the Wales French Oak & Green Heart  
The Wales and Black-strakes are Green Heart & French Oak The Topsides & Sheer-strakes Beech, Green Heart & French Oak  
The Spirketting and Plank-sheers Beech, Green Heart & French Oak The Water-ways Upper Deck Green Heart Lower Deck French Oak  
The Decks Yellow Pine Baltic Red Pine State of 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 between, and without step-butting  
Planking Inside.—The Limber-strakes and Bilge-strakes are Green Heart & French Oak  
The Ceiling, Lower Hold, and between Decks Green Heart & French Oak Shelf Pieces and Clamps French Oak

Fastenings.—To Hold Beams  
Deck Beams Beam davelled to Shelf Waterway davelled over Beams and French Oak  
Number of Breasthooks 4  
Butt End Bolts are of Y. Metal in the Bottom: two Bolts in each Butt End one 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 Esnoff & Mangles 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 <sup>o</sup> .				Fathoms.	Inches.	N <sup>o</sup> .	Weight.
Saw Sails	Fore Sails,	Chain . <u>Proof strain 15 3/4</u> . . . . .	180	15 1/16	Bower, <u>Proof strain 11 x 6 x 3-11 1/2</u> . . . . .	2	9-6-0
	Fore Top Sails,	Hempen Stream Cable . . . . .	120	4	Stream, . . . . .	1	8-1-4
	Fore Topmast Stay Sails,	Hawser . . . . . <u>chain</u> . . . . .	45	3 1/4	Kedge, . . . . .	1	2-2-0
	Main Sails,	Towlines . . . . .	100	5			
	Main Top Sails,	Warp . . . . .	100	4			
and <u>others as usual</u>			All of <u>good</u> quality.				

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

She has one Long Boat and a Jolly Boat

The present state of the Windlass is good Capstan which 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	<u>July 8<sup>th</sup> 1863</u>
	2nd. When the Beams are put in, &c.	<u>September 29<sup>th</sup> "</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>February 1864</u>

The whole of the through bolts and short bolts in the outside planking, &c. are of U. metal to the entire exclusion of iron.

Built under a Shed & under Special Survey

*Intending of caulking  
Deck & waterways to report 1864  
in Bellona*

Present condition of Caulking of Bottom, gaze Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered with U. metal on felt to upper part of keel when last done Feb<sup>y</sup> 1864

I am of opinion this Vessel should be Classed 14-A-1

The Amount of the Fee . . . . . £ 2 : 0 : 0 is received by me,

Special . . . . . £ 6 : 19 : 0

Certificate . . . . . £ " : " : "

Committee's Minute 6<sup>th</sup> May 1864

Character assigned 1 for 14 years

