

No. 1166. Survey held at Jersey - Date: Sept 26. 1864 to May 19 1864.  
on the Brigantine "Juno" Master Philip Messery  
Tonnage Old Built at Jersey When built 1863 & 1864 Launched May 5 1864  
By whom built Deslandes Owners Deslandes & Son  
Port belonging to Jersey Destined Voyage Africa  
If Surveyed while Building, Afloat, or in Dry Dock White Building

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.			Depth of Hold	Feet.			Inches.																		
	Sided.	Moulded.		Sided.	Moulded.			Sided.	Moulded.		Sided.	Moulded.			Sided.	Moulded.		Sided.	Moulded.																	
		Middle.	Ends.		Middle.	Ends.			Middle.	Ends.		Middle.	Ends.			Middle.	Ends.		Middle.	Ends.																
102				20						20			310			11			22																	
Thickness of Plank.																																				
Scantlings of Timber.										Outside.										Inside.																
TIMBER AND SPACE										Garboard Strakes										Limber Strakes																
Floors	9.	9 1/2	8 1/2				8.	8		Garboard to Bilge	2 1/2	2 1/2				Bilge Planks	3 1/2	3																		
1st Foothooks	8 1/2	-	8				7	7		Bilge Planks	2 1/4	2 1/2				Ceiling in Flat	2 1/4	2																		
2nd Ditto	7 3/4		6 3/4				7	-		Bilge to Wales	2 1/2	2 1/2				Ditto Bilge to Clamp	2 1/4	2																		
3rd Ditto	7 1/2	-	6 1/2				6	4 1/2		Wales	4	4				Hold Beam Clamps	-	-																		
Top Timbers	7 1/2		5 1/2				"	"		Topsides	3 1/4	3				Deck Beam Ditto	2 1/4	2 1/2																		
Deck { No 23 Average Space }	8	8	6 1/2	7 1/4	7 1/4	6				Sheer Strakes	3 1/4	3				Ceiling 'twixt Decks	2 1/4	2																		
Beams }										Plank Sheers	2 1/2	2 1/2				Hold Beam Shelves	-	-																		
Deck Beams, length amidships	18 1/2	10 1/2								Water-Upper Deck	8 1/2 x 6 1/4					Deck Beam Ditto	5 x 10 1/2																			
Hold { No Average Space }	0	0	0							Ways { Lower Deck	-																									
Beams }																																				
Hold Beams, length amidships	-	-	-																																	
Keel	10	10		10	-																															
Scarp of Ditto	4 1/2	6		4 1/2	6																															
Keelsons	11	13		11																																
Scarp of Ditto	5 1/2			5 1/2																																
Upper Deck																				2 1/4																
Ditto, faying surface against Timbers																																				
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Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, No 9	1/4	1/2	1 1/2	Arms of Hooks	1/2	1/2	1 1/2	Bolts in	Knees	1/2	1/2	1 1/2
Keelson Bolts through Keel at each Floor	1/8	1/8	1/8	Thro' Bilge & Limber Strakes	1/8	1/8	1/8	Deck Beam	Waterway	1/8	1/8	1/8
Bolts thro' Heels of Timbers against Deadwood	1/16	1/16	1/16	Thickstuff over Double Floors	5/8	5/8	5/8	Bolts in	Knees	1/8	1/8	1/8
				Butt End Bolts	2 1/2	2 1/2	2 1/2		Shelf or Clamp	1/8	1/8	1/8
				Pintles of the Rudder	2 1/2	2 1/2	2 1/2	Nails or Bolts in Flat of Deck		3/4	3/4	3/4
								Treenails	Inches	1 1/8	1 1/8	1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of French Oak The First Foothooks of French Oak

The Second Foothooks of French Oak The Third Foothooks and Top Timbers of French Oak

The Shifts of the First and Second Foothooks are not less than 3 ft 4 ins N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 4 inches

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 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 1/3 of the entire moulding at that place.

The Frame is cross chocked with 10 Butt at each end of the chock. The Main piece of Rudder is Eng. Oak of Windlass is English Oak

The Keel is English Elm The Main Keelson is Greenheart & Baltic Oak and is 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 French Oak & Elm and are free from all defects.

The Deck and Hold Beams of Baltic 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

or to the First Foothook Heads

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 Baltic Oak The Topsides & Sheer-strakes Baltic Oak

The Spirketting and Plank-sheers Baltic Oak The Water-ways { Upper Deck Red Pine & Baltic Oak Lower Deck Red Pine

The Decks 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 Baltic Oak

The Ceiling, Lower Hold, and between Decks Baltic Oak Shelf Pieces and Clamps Red Pine & Baltic Oak

Fastenings.—To Hold Beams

Deck Beams Iron hanging knee to each Beam arm & lagging knees in Mast Rooms

Number of Breasthooks Four Pointers Iron Crutches Iron

Butt End Bolts are of Yellow Metal in the Bottom: 2 Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of French 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 & Co Surveyor's Signature



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

N<sup>o</sup>.  
2 Fore Sails,  
2 Fore Top Sails,  
2 Fore Topmast Stay Sails,  
1 Main Sails,  
Main Top Sails,  
and others as usual.

CABLES, &c.

Proof 18  
Chain ..... 90  
Hempen Stream Cable ..... 75  
Hawser ..... 68  
Towlines ..... 80  
Warp ..... 80  
All of good quality.

ANCHORS, and their weights.

Port. 12. 41. 14.  
Star. 11. 10. 0  
Bower, ..... 2  
Stream, ..... 1  
Kedge, ..... 2

Her Standing and Running Rigging Wire & Stump sufficient in size and good in quality.

She has one Long Boat and —

The present state of the Windlass is good Capstan — Rudder 8 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 Sept 8<sup>th</sup> 1863  
2nd. When the Beams are put in, &c. February 12<sup>th</sup> 1864  
3rd. { When completed, and before the } April 26<sup>th</sup> & May 14<sup>th</sup> 1864  
      { plank be painted or payed }

*The Nels of the Cant Timbers against the Deadwood, also  
the Outside Planking, fastened with yellow metal bolts  
to the <sup>entire</sup> exclusion of iron. Built under a shed and under  
Special Survey —*

*Memd<sup>g</sup> 15 Fathoms 1 1/16 Chain cable to be supplied in London  
the ship being now ready to proceed thither — H. J. J.*

Present condition of Caulking of Bottom, good

Prices cut out in examination.  
Deck, — and Waterways good W.M.

If Sheathed, yellow metal, Doubled, Felted, or Coppered 10. 2. 1

When last done now

I am of opinion this Vessel should be Classed 10. 2. 1

when the 15 fathoms of Chain cable  
are supplied

The Amount of the Fee.....£ 2 : : is received by me, Henry J. Gyrrell

Special .....£ 7 : 6 : 6

Certificate ....£ : 2 : 6

Committee's Minute 27<sup>th</sup> May 1864

Character assigned Δ 10 Years

*To have for  
7/1/64*



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