

1169 Survey held at Jersey Date June 21<sup>st</sup> Rec 4/7/64 1864  
Barque "Gemini" Master Charles Pallot  
Old Built at Jersey When built 1863 & 1864 Launched May 6/64  
New 426<sup>31</sup> 100 D Le Verriere & Co Owners Pallot & Desclaudet  
whom built Jersey  
Port belonging to Jersey Destined Voyage Manse & China  
Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	137	910	Extreme Breadth Outside	27	3700	Depth of Hold	17	05
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
Timber and Space			Garboard Strakes			Limber Strakes		
Floors			Garboard to Bilge			Bilge Planks		
1 <sup>st</sup> Foothooks			Bilge Planks			Ceiling in Flat		
2 <sup>nd</sup> Ditto			Bilge to Wales			Ditto Bilge to Clamp		
3 <sup>rd</sup> Ditto			Wales			Hold Beam Clamps		
Top Timbers			Topsides			Deck Beam Ditto		
Deck } N <sup>o</sup> 21 Average Space } 45.6			Sheer Strakes			Ceiling 'twixt Decks		
Beams } 8 1/2 9 1/2 8 1/2 8 1/2 7			Plank Sheers			Hold Beam Shelves		
Deck Beams, length amidships			Water-Upper Deck			Deck Beam Ditto		
Hold } N <sup>o</sup> 14 Average Space } 84.5 1/2			Ways Lower Deck			Sister Keelsons		
Beams } 12 12 10 1/2 11 1/2 11 1/2 9 1/2			Ditto, faying surface against Timbers			65-9 x 10		
Hold Beams, length amidships			Upper Deck					
Keel								
Scarp of Ditto								
Keelsons								
Scarp of Ditto								

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

Copper in Ship	Iron in Ship	Inches required per Rule	Copper in Ship	Iron in Ship	Inches required per Rule	Hold Beam	Waterway
1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Bolts in	Knees
1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Bolts in	Shelf or Clamp
1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Deck Beam	Waterway
1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Bolts in	Knees
1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Bolts in	Shelf or Clamp
1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Nails or Bolts in Flat of Deck	
1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Treenails	Inches

Timbering.—The Space between the Floor Timbers and Lower Foothooks is \_\_\_\_\_ Inches. The Space between the Top-Timbers is \_\_\_\_\_ Inches.

The Floors consist of English & French oak. The First Foothooks of English and French oak.

The Second Foothooks of English & French oak. The Third Foothooks and Top Timbers of English & French oak.

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

The rest of the Shifts of the Frame are 3/4 to 4 ft.

The Frame is well squared from the First Foothook Heads upwards, and free free from sap, and from thence downwards, the frame is quarto 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 close chocked with a Butt at each end of the chock. The Main piece of Rudder is 1/2 of Windlass is 1/2.

The Keel is well. The Main Keelson is greenheart 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 and are \_\_\_\_\_ free from all defects.

The Deck and Hold Beams of French oak. The Breasthooks of French oak. The Knees of iron.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Baltic Red Pine.

From the above named Height to the Light Water Mark, Baltic Red Pine.

From the Light Water Mark to the Wales French oak.

The Wales and Black-strakes are French oak. The Topsides & Sheer-strakes French oak.

The Spirketting and Plank-sheers French oak. The Water-ways { Upper Deck Baltic Red Pine

The Decks Yellow Pine. Lower Deck iron.

The Shifts of the Planking are not less than 5 Feet 3 Inches. State of good.

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 iron between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic oak.

The Ceiling, Lower Hold, and between Decks Baltic oak. Shelf Pieces and Clamps Baltic oak.

Fastenings.—To Hold Beams iron driving 10 pieces in all spaces, right pairs of iron

hanging knees, and five pairs of iron knee pieces.

Deck Beams iron hanging knees in mast rooms and on iron hanging knee

in each beam and.

Number of Breasthooks four.

Butt End Bolts are of yellow metal in the Bottom: two Bolts in each Butt End and through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of French oak How Made as usual

Thickstuff over Double Floors are 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 Daniel Levesconte & Co Surveyor's Signature John Hancock

Surveyed at Jersey on the 21 day of June 1864.

Surveyed by John Hancock Master Charles Pallot



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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

[illegible]

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

She has no Long Boat and three others

The present state of the Windlass is Good Capstan Bad Rudder Good 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	September 1863
	2nd.	When the Beams are put in, &c.	January 1864
	3rd.	{ When completed, and before the plank be painted or payed }	March 1864



Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

~~If Sheathed, Doubled, Felted, or Coppered~~ with Yellow Contact Vt 17 When last done now

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

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special .....£ 21: 6: 0

Certificate . . . . £, : 12 :

Committee's Minute 2 July 18

Character assigned

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