

No. 1184 Survey held at Jersey Date September 7th to 10th 1864
on the Br L. AURA Master John Bond
Tonnage Old 1863 Built at Jersey When built 1863 Launched Sept 3rd
By whom built John Bond Owners Whitely & Co.
Port belonging to Jersey Destined Voyage Fishing & coasting
Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	50	Feet.	50	Inches.	10	Extreme Breadth Outside	15	Feet.	1	Inches.	8	Depth of Hold	4	Feet.	4	Inches.			
Thickness of Plank.																			
Scantlings of Timber.						Outside.						Inside.							
TIMBER AND SPACE						Garboard Strakes						Limber Strakes							
Floors	6	8					Garboard to Bilge						Bilge Planks						
1st Foothooks	5 1/2					Bilge Planks						Ceiling in Flat							
2nd Ditto	5 1/2					Bilge to Wales						Ditto Bilge to Clamp							
3rd Ditto	5 1/4					Wales						Hold Beam Clamps							
Top Timbers	5 1/4					Topsides						Deck Beam Ditto							
Deck } No 15	Average }		3 1/2		3		Sheer Strakes						Ceiling 'twixt Decks						
Beams }	Space }		5 1/2		5 1/2		Plank Sheers						Hold Beam Shelves						
Deck Beams, length amidships	14		3						Water } Upper Deck						Deck Beam Ditto				
Hold } No	Average }								Ways } Lower Deck										
Beams }	Space }								Ditto, faying surface										
Hold Beams, length amidships	4 1/2		11						Upper Deck										
Keel	one length																		
Scarp of Ditto	8		9																
Keelsons	5 1/4																		
Scarp of Ditto																			

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		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, No.					Arms of Hooks					Bolts in				
Keelson Bolts through Keel					Thro' Bilge & Limber Strakes					Deck Beam				
at each Floor					Thickstuff over Double Floors					Bolts in				
Bolts thro' Heels of Timbers					Butt End Bolts					Nails or Bolts in Flat of Deck				
against Deadwood					Pintles of the Rudder					Treenails				

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

The Floors consist of _____ The First Foothooks of _____

The Second Foothooks of _____ The Third Foothooks and Top Timbers of _____

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

The rest of the Shifts of the Frame are _____

The Frame is _____ squared from the First Foothook Heads upwards, and _____ free from sap, and from thence downwards, the

frame is _____

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 _____ of the entire moulding at that place.

The Frame is _____ choiced with _____ Butt at each end of the choick. The Main piece of Rudder is _____ of Windlass is _____

The Keel is _____ The Main Keelson is _____ and _____ free from all defects.

The Stem, and Stern Post of _____ The Transoms, Knight Heads, Hawse Timbers,

and Aprons of _____ Deadwood, of _____ and are _____ free from all defects.

The Deck and Hold Beams of _____ The Breasthooks of _____ The Knees of _____

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is _____

or to the First Foothook Heads } _____

From the above named Height to the Light Water Mark _____

From the Light Water Mark to the Wales _____

The Wales and Black-strakes are _____ The Topsides & Sheer-strakes _____

The Spirketting and Plank-sheers _____ The Water-ways { Upper Deck _____

The Decks _____ State of _____ Lower Deck _____

The Shifts of the Planking are not less than _____ 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 _____ between, and without step-buttng.

Planking Inside.—The Limber-strakes and Bilge-strakes are _____

The Ceiling, Lower Hold, and between Decks _____ Shelf Pieces and Clamps _____

Fastenings.—To Hold Beams _____

Deck Beams _____

Number of Breasthooks _____ Pointers _____ Crutches _____

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

and Limber Strakes _____ bolted through and clenched. Treenails of _____ How Made _____

stuff over Double Floors _____ bolted through and clenched. General Quality of Workmanship _____

We certify that the above is a correct description of the several particulars therein given

Owner's Signature _____ Surveyor's Signature _____

58549-0343

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 .		Proof Tons.	Fathoms. Inches.	Proof Tons.	N ^o . Weight.
<u>1 Unit</u>	Fore Sails,	Chain	41 1/16	Bower,	1 1.3.8
<u>and</u>	Fore Top Sails,	Hempen Stream Cable	80 5	Stream,	1 1.1.7
<u>Share</u>	Fore Topmast Stay Sails,	Hawser			
<u>as</u>	Main Sails,	Towlines			
<u>usual</u>	Main Top Sails,	Warp ⁴ <u>from each</u> 80 2 1/2		Kedge,	2-15
and		All of <u>Good</u> quality.			

Her Standing and Running Rigging Ship Wire Stay sufficient in size and Good in quality.
She has one Long Boat and See Letter annexed
The present state of the Windlass is Good Capstan Off Main 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 3rd 1864
2nd. When the Beams are put in, &c. " 22 1864
3rd. { When completed, and before the plank be painted or payed } August 1864.

* Paint under Special Survey
Rices taken out of Bottom Planking to test Caulking -
Anchor & Chain tested at the Machine belonging to
the Jersey Mutual Insurance Society, and certificates
produced - A. J. Syrett

N.B. After launching, but before the above report was signed by the Builder, this vessel, was on the 4th September, run into by H.M.S. "Speedy" whilst lying at the Pier in Gray harbor - and received the following damage - The Plank on outside, below the Wales - on Starboard side broken, and many Treennails started, the Hancher broken, piece of Wash Strake Borr Rail, and Bulwarks, broken split, and carried away - Also Working Chock forward - On Port side the vessel appeared strained and many Treennails started - Sixteen Strakes of Deck more or less injured by being cut by the Martingale (Iron) of the Steamer - Inside - found the Shelf Piece on Port side slightly started, and several Strakes of Ceiling distorted apparently by the forcing inwards of the heels of short Lgh Timbers - on Starboard side - The Clamp and one length of Ceiling Plank slightly sprung - In consequence of the above - Mr. the undersigned, came, at the request of the Commander of the Steamer, surveyed the damage and supervised the repairs thereof, the following materials having been made use of - viz - 395 ft of Deck Plank - 56 feet of Ceiling - 24 feet of Clamp - 30 ft outside Plank below Wales, one Hancher - Borr Rail & Chock renewed - also 30 ft Wash Strake and 30 feet Borr Bulwark - About 250 Treennails driven, and 80 additional Copper Through bolts introduced - More it was considered vessel was most strained from effects of the blow -

The Vessel is now in good Condition, and in every way eligible for the Class originally intended - Henry J. Syrett - I F. Vicat

Present condition of Caulking of Bottom, Good Deck, Good and Waterways
If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

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

The Amount of the Fee.....£1 : : is received by me, Henry J. Syrett
extra Special£4 : 4 :
Special£3 : 3 :
Certificate£ : :
Travelling - Ref

Committee's Minute 25th October 1864
Character assigned A 4 for 8 Years M.A.D.
(A & C. P.)