

No. 25905 Survey held at *Liverpool* Date, first Survey *Nov 27/77* Last Survey *Jan 22 1878*
on the *Barque "Junak"* Master *F. M. Woodhouse 25905*

TONNAGE under Tonnage Deck *474.31*
Ditto of Spar Deck, or Avoning Deck
Ditto of Poop, or Raised Or. Dk.
Ditto of Houses on Deck
Gross Tonnage *526.32*
Crew Space, as per Rule *12.96*
Register Tonnage, out on Beam *513.36*
Engine Room
Register Tonnage, as a Steamer, }
out on the Beam }

Built at *Trieste* When built *1869* Launched *July 169*
By whom built *E. Studthoff* Owners *Joseph Pearce*
Port belonging to *Liverpool* Destined Voyage *Rhodes & Co.*
If Surveyed while Building, Afloat, or in Dry Dock *Herculanum Dry Dock*

Length as per section 89	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	136		32			17	9		One
Length of Keel	127								
Dimensions of Ship per Register,									
Length	136		Breadth	32		Depth	17.7		
Outside Plank.									
Garboard Strakes	7	3 3/4							
Garboard to Bilge	4	3 3/4							
Bilge Planks	4	3 3/4							
Bilge to Wales	4	3 3/4							
Wales	5	5							
Topsides	4	4							
Sheer Strakes	4	4							
Plank Sheers	5	4							
Water Upper Deck	10 1/2	10 1/2							
Ways Lower Deck	11 x 13								
Ditto, faying surface against Timbers	7	6							
Upper Deck	3 1/2	3							
Inside Plank.									
Sister Keelsons	14 x 13	4 1/2							
Bilge Planks	11 x 8	4 1/2							
Ceiling in Flat	4 1/2	3							
Ditto Bilge to Clamp	3 1/2	3							
Hold Beam Clamps	9 1/2 x 8								
Deck Beam Ditto	3 1/2	2 1/2							
Ceiling 'twixt Decks	3 1/2	2 1/2							
Hold Beam Shelves	4								
Deck Beam Ditto									

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

	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
Keel-Knee, & Deadwood abaft	1 3/8	1 1/4		Transoms and throats of Hooks	1 1/4	1 1/2	
Arms of Keel, N. 8	1 5/8	1 5/8		Arms of Hooks	1 1/8	1 5/16	
Keelson Bolts through Keel	1 3/8	1 1/8		Thro' Bilge and Limber Strakes	1 1/8	1 3/16	
at each Floor	1 3/8	1 1/8		Thickstuff over Double Floors	3/4	3/4	
Bolts thro' Heels of Timbers	1 1/8	1 1/8		Butt End Bolts	3/4	3/4	
against Deadwood	1 1/8	1 1/8		Short Bolts in Ceiling	3/4	3/4	
same Bolts	1 1/8	1 1/8		Pintles of the Rudder	2 3/4	3	

Planking Outside.—The Space between the Floor Timbers and Lower Foothooks is 7 Inches. The Space between the Top-Timbers is 9 Inches.

Floors consist of *Italian Oak* The First Foothooks of *Italian Oak*

Second Foothooks of *Italian Oak* The Third Foothooks and Top Timbers of *Italian Oak*

Main Keelson is *S. Oak* and — free from all defects. The Shifts of the First and Second Foothooks are not less than 5 ft. 4"

Rider Keelson is *Dutch Pine* N.B. When less than prescribed by the Rule, state how many.

Transoms, Knightheads, Hawse Timbers, & Aprons of *S. Oak* ditto. The rest of the Shifts of the Frame are *the same*

Deadwood, of *S. Oak* and — ditto. The Frame is *well* squared from First Foothook Heads upwards,

Stem, and Stern Post of *Italian Oak* ditto. and — free from sap, and from thence downwards, the frame is

Deck and Hold Beams of *S. Oak and Larch* The — Frames are — bolted together to the Gunwale.

Foothooks of *S. Oak & Iron* Knees of *Iron* N.B. If not, state how bolted

Main piece of Rudder of *S. Oak* Windlass of *S. Oak* The Butts of the Timbers are — close together; their thickness not

Keel of *S. Oak & R. Oak* less than 1/3 of the entire moulding at that place.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *Beach*

From the above named height to the Wales *Italian Oak*

Wales and Black-strakes *Italian Oak* The Topsides & Sheer-strakes *S. Oak* 24 planks ea side of

Spirkettling and Plank-sheers *Italian Oak* The Water-ways { Upper Deck *S. Oak*

Decks *R. Pine* State of *Good* Lower Deck *R. Pine*

Shifts of the Planking are not less than 5 Feet — Inches. N.B. If less than prescribed by the Rule, state whether general or

are a few shifts at the ends 4 ft. The Planking is wrought *three* between, and without step-buttling.

partial, and if partial, in what part of the Ship. The Planking is wrought *three* between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Italian Oak and Pitch Pine*

Ceiling, Lower Hold, and between Decks *S. Oak and Larch* Shelf Pieces and Clamps *Italian Oak*

Fastenings.—To Hold Beams

Fourteen pairs of Iron Hanging Knees, Eleven pairs of Iron

Lodging Knees & one pair of Lodging Haple Knees.

Beams

Fifteen pairs of Iron Hanging Knees and Eleven pairs of Iron

Lodging Knees.

Number of Breasthooks *3 S. Oak & 3 Iron* Pointers *None* Crutches *2 S. Oak & 2 Iron*

Butt End Bolts are of *Y. Metal* in the Bottom *two* Bolts in each Butt End *one* through and clenched.

Limber Strakes *Y. Metal* bolted through and clenched. Treenails of *Locust* How Made *Mortised*

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

Surveyor's Signature

Surveyor to Lloyd's Register of British and Foreign Shipping

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

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	240	1 1/2		240 fms	1 1/2	Bowers	3	20.3.0		18 Cwt	
	Fore Top Sails,									20.3.24		5 1/4 Cwt	
	Fore Topmast Stay Sails,									12.0.0			
										53.2.24			
	Main Sails,	Stam Obl.	60	1 1/2		60 fms	1 1/2	Stream		7.2.0		8 Cwt.	
	Main Top Sails,	Hawser	90	10		75.9 1/2		Kedges		4.1.0		4	
		Towlines	90	8		75.7				2.0.0		2	
		Warp	90	7									
		All of	Good	ty									

Her Standing and Running Rigging are sufficient in size and *good* in quality. She has *one* Long Boat and *two* others.
The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*.

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?
Three ports on each side

Cargo Hatchways.—How formed? *Comings & carlings* State size *Main 7x9. Fore 4x5 1/2. Aft 4 1/2 x 4 1/2*

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *✓*

Hatches, themselves, whether strong and efficient? *Yes* Main Hatchways.—State size *7 ft by 9 ft*

Order for Special Survey, No. _____
Date _____
Order for Ordinary Survey, No. _____
Date _____
No. _____ in Builder's Yard.

- 1st. When the Frame is completed
- 2nd. When the Beams are put in, &c.
- 3rd. When completed, and before the plank be painted or payed

This vessel having got on shore at the Isle of Man, was sold & brought to this port, where she has had very

extensive repairs as follows—New after length of keel new rudder, three additional strakes of 8" P. Pine introduced at the bilges inside, worked on the frame & through Y. Metal bolted. New rider keelson 14x13 of P. Pine. Sister keelsons 14x13 of P. Pine through Y. Metal bolted. Solid beam waterway of P. Pine 11x13. The vessel bottom treenailed from keel to gunwale, caulked all over & sheathed with Y. Metal on felt. The Survey, No. 2 for Continuation as well as requirements of Rules Sec 52, have now been gone through as follows. All sheathing stripped off the bottom, vessel scraped & rubbed bright from keel to gunwale, treenails & bolts out in accordance with the Rule a plank removed from each bow & each buttock, also two planks from each side, listings cut out at each end of ceiling in lower hold (14" wide) also a listing cut out at range of first futtock heads on each side, air courses & limbers cleared, strake of deck next the waterway removed, Y. Metal bolts tested, windlass stripped, chain cables ranged and with equipment generally attended to as prescribed in sections 71 to 76. The planks removed from topsides have been replaced with A. White Oak the middle line additionally through bolted, through the new rider keelson & up the stem and stern post, the breasthooks and crutches additionally Y. Metal through fastened.

The repairs to this vessel were in progress when she was first surveyed for Classification, although she had been seen from the commencement. She is well built and in sound condition. The materials

Present condition of Caulking of Bottom *Good* Deck, *Good* and Waterways *Good*
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *Y.M. on felt* When last done *Now.*

I am of opinion this Vessel should be Classed *9 A and Continued 6 Years from July 1878.*

The Amount of the Entry Fee £ 5 : - : - received by me *6/*
Special £ 12 : 12 : 0 *24/11 1878*
Certificate *5/-*

L. Shillston.

Committee's Minute *Liverpool Jan 25 1878.*

Character assigned *9 A Com A from July 178 for 6 yrs*
Recons l r p. p. 77 dated 24/11/78

Edw. P. 226

Classing Commission

Boyle's Register
General Commission for the