

No. 2710 Survey held at Bridgewater Date 7 April Recd. 18-4-64 2710
 on the Barque "Cleopatra" Master [Signature] 18 64
 Tonnage Old 400 Built at Bridgewater When built 1864 Launched April 1864
 By whom built John Gough Owners Peter Briate
 Port belonging to Persea Destined Voyage Bridgewater to China
 In Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.		
	128					20					16				
Scantlings of Timber.															
TIMBER AND SPACE	Sided, Moulded.		REQUIRED PER RULE.		Sided, Moulded.		REQUIRED PER RULE.		Thickness of Plank.		Sided, Moulded.		REQUIRED PER RULE.		
Floors	11	11	10	10	11	11	10	10	Outside.	In Ship.	Required per Rule.	Inside.	In Ship.	Required per Rule.	
1st Foothooks	9	11	8	8	11	11	9	9	Garboard Strakes	3	3	Limber Strakes	4	3	
2nd Ditto	8	10	8	8	11	11	9	9	Garboard to Bilge	3	3	Bilge Planks	5	3	
3rd Ditto	8	10	8	8	11	11	9	9	Bilge Planks	5	3	Bilge to Wales	5	3	
Top Timbers	8	8	5	5	11	11	9	9	Wales	5	4	Ceiling in Flat	3	2	
Deck Beams	9	9	7	7	11	11	9	9	Topsides	4	3	Ditto Bilge to Clamp	2	2	
Hold Beams	11	11	10	10	11	11	9	9	Sheer Strakes	4	3	Hold Beam Clamps	4	3	
Keel	12	12	14	14	11	11	9	9	Plank Sheers	3	3	Deck Beam Ditto	3	2	
Keelsons	14	14	12	12	11	11	9	9	Water-Ways	9	8	Ceiling 'twixt Decks	3	2	
Keelson Bolts	1	1	1	1	11	11	9	9	Ditto, faying surface against Timbers	5	5	Hold Beam Shelves	—	—	
Keelson Bolts through Keel	1	1	1	1	11	11	9	9	Upper Deck	9	8	Deck Beam Ditto	12	8	
Bolts thro' Heels of Timbers	1	1	1	1	11	11	9	9	Lower Deck	9	8				
Bolts against Deadwood	1	1	1	1	11	11	9	9							

Heel-Knee, & Dead'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 Bolts in	Waterway	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Knees	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Scarp of Keel, N°	2	2	2	Arms of Hooks	2	2	2	Deck Beam Bolts in <td>Waterway</td> <td>2</td> <td>2</td> <td>2</td> <td>Shelf or Clamp</td> <td>2</td> <td>2</td> <td>2</td>	Waterway	2	2	2	Shelf or Clamp	2	2	2
Keelson Bolts through Keel at each Floor	1	1	1	Thro' Bilge & Limber Strakes	3	3	3	Nails or Bolts in Flat of Deck	Waterway	13	13	13	Shelf or Clamp	13	13	13
Bolts thro' Heels of Timbers against Deadwood	1	1	1	Thickstuff over Double Floors	3	3	3	Treenails	Waterway	17	17	17	Shelf or Clamp	17	17	17
	1	1	1	Butt End Bolts	2	2	2									
	1	1	1	Pintles of the Rudder	3	3	3									

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 inches. The Space between the Top-Timbers is 10 inches.
 The Floors consist of Cup Oak. The First Foothooks of Cup Oak
 The Second Foothooks of Cup Oak. The Third Foothooks and Top Timbers of Cup Oak
 The Shifts of the First and Second Foothooks are not less than 3 1/2. N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are good

The Frame is well squared from the First Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared
 The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are all close together; their thickness not less than 3 of the entire moulding at that place.

The Frame is well chocked with 2 Butt at each end of the chock. The Main piece of Rudder is Cup Oak of Windlass is Cup Oak
 The Keel is Cup Oak. The Main Keelson is Greenheart and free from all defects.
 The Stem, and Stern Post of Cup Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Cup Oak

The Deck and Hold Beams of Cup Oak. Deadwood, of Cup Oak and are free from all defects.
 The Breasthooks of Cup Oak. The Knees of Cup Oak
Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads } the Plank is Cup Oak & Beech
 From the above named Height to the Light Water Mark } Cup Oak
 From the Light Water Mark to the Wales } Cup Oak

The Wales and Black-strakes are Cup Oak. The Topsides & Sheer-strakes Cup Oak, Teak & Greenheart
 The Spirketting and Plank-sheers Cup Oak. The Water-ways { Upper Deck Cup Oak & Greenheart
 The Decks Yellow Pine. Lower Deck —
 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 13 between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Cup Oak. Shelf Pieces and Clamps Cup Oak & Greenheart
 The Ceiling, Lower Hold, and between Decks Cup Oak

Fastenings.—To Hold Beams Lodging knees in each beam space, and 8 pairs of hanging knees extending down to floors.
 Deck Beams Hanging knees to each beam (including 7 pairs of staple knees) and lodging knees in most spaces.

Number of Breasthooks 5 Pointers — Crutches 3
 Butts End Bolts are of Y Metal in the Bottom, and two Bolts in each Butt End through and clenched.

Bilge and Limber Strakes Y Metal bolted through and clenched. Treenails of Cup Oak How Made Turned
 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 John Gough Surveyor's Signature Thomas Congdon
 BR580-756

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 .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	120 1 5/8	3	20.0.22
2	Fore Top Sails,	Stream Cable	90 8 1/2		19.2.11
2	Fore Topmast Stay Sails,	Hawser	90 6 1/2	1	6.0.20
1	Main Sails,	Towlines	90 5 1/2		
2	Main Top Sails,	Warp	75 4	2	2.0.6
	and other sails	All of <u>good</u> quality.			1.3.18

Her Standing and Running Rigging Hand sufficient in size and good in quality.

She has one Long Boat and two other good boats
 The present state of the Windlass and two Capstans and Rudder good Pumps two metal 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>2</u>
2nd. When the Beams are put in, &c.	<u>2</u>
3rd. { When completed, and before the plank be painted or payed }	<u>2</u>

Specially Surveyed

This vessel has been built under Special Survey. The frame, and inside and outside planking are all in excess of the Rules. The fastenings are equal to its requirements. The Hangings are also in excess of the Rules, and the ship throughout is very substantially built. She is Y. Metatted over felt to about Wales. Testing certificates produced for Bower anchors and the chains tested as above, at the Manufactory of Bell & Daniel, Bristol.

The "Vesarea" is a strongly built vessel in which the Rules Sect 48 have been complied with, to the entire exclusion of iron bolts, and I am of opinion she may be classed 13 years AI

Present condition of Caulking of Bottom, good Deck, good and Waterways good
 If Sheathed, Doubled, Felted, or Coppered Y. Metatted over felt When last done April 1864
 I am of opinion this Vessel should be Classed 13 AI

The Amount of the Fee.....£4 : : is received by me,
 Special£17:4:
 Certificate£ : :

Committee's Minute 10/10th April 1864
 Character assigned 1 for 13 years

Thomas Congdon
 [Signature]

x Great Lower Brother. 34 St. Helen's will call for the certificates by desire of Owners. M.C.

