

No. 2710 Survey held at Bridgewater Date 7 April 1864  
on the Barque "Cleopatra" Master John Gough  
Tonnage Old 400 Built at Bridgewater When built 1864 Launched April 1864  
By whom built John Gough Owners Peter Briate  
Port belonging to Perseus Destined Voyage Bridgewater to China  
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		
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE	Sided.	IN SHIP. Moulded.	REQUIRED PER RULE. Sided.	Moulded.		In Ship.	REQUIRED PER RULE.	
Floors	11 11 1/2	10 1/4	10 1/4	10 1/4	Garboard Strakes	4	3 1/2	
1st Foothooks	9 1/2	11	8 1/4	8 1/4	Garboard to Bilge	5	3 1/2	
2nd Ditto	8 1/2	10	8	8	Bilge Planks	5 1/2	3 1/2	
3rd Ditto	8	8 1/2	5 1/4	5 1/4	Bilge to Wales	5 1/2	3 1/2	
Top Timbers	9	9 1/4	8 1/2	8 1/2	Wales	5	4 1/2	
Deck Beams	11	11	10	10	Topsides	4	3 1/2	
Deck Beams, length amidships	24	24	24	24	Sheer Strakes	4	3 1/2	
Hold Beams	11	11	10	10	Plank Sheers	3 1/2	3 1/2	
Hold Beams, length amidships	24	24	24	24	Water - Upper Deck	9 x 9	8 1/2 x 7	
Keel	12 1/2	10 1/2	14 1/4	14 1/4	Ways - Lower Deck	9 x 9	8 1/2 x 7	
Scarp of Ditto	6 1/2	6	6 1/2	6 1/2	Ditto, faying surface against Timbers	5 1/2	5 1/2	
Keelsons	14	10	12 1/4	12 1/4	Upper Deck	3 1/2	3	
Scarp of Ditto	7	7	6 1/2	6 1/2				

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 Bolts in	Waterway	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, N° 7	1 1/2	1 1/2	1 1/2	Arms of Hooks	1	1	1		Knees	1	1	1
Keelson Bolts through Keel at each Floor	1	1	1	Thro' Bilge & Limber Strakes	1 1/4	1 1/4	1 1/4		Shelf or Clamp	1 1/2	1 1/2	1 1/2
Bolts thro' Heels of Timbers against Deadwood	1	1	1	Thick stuff over Double Floors	1 1/4	1 1/4	1 1/4					
	1	1	1	Butt End Bolts	1 1/4	1 1/4	1 1/4					
	1	1	1	Pintles of the Rudder	1 1/4	1 1/4	1 1/4					

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

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. Treenails of Greenheart.

The Spirketting and Plank-sheers Cup Oak. The Water-ways { Upper Deck Cup Oak & Greenheart Lower Deck Cup Oak.

The Decks Yellow Pine. State of good.

The Shifts of the Planking are not less than 5 Feet 13 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.

The Ceiling, Lower Hold, and between Decks Cup Oak. Shelf Pieces and Clamps Cup Oak & Greenheart.

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 1 pair of staple knees) and lodging knees in mast spaces.

Number of Breasthooks 5 Pointers 3 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.

Thick stuff over Double Floors Y Metal 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

BR580-796



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

She has **SAILS.**

N <sup>o</sup> .		CABLES, &c.	Fathoms.	Inches.	ANCHORS, and their weights.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain <u>Proof 6-31</u>	120	1 5/8	Bower, <u>Proof 6-31 1/2</u>	3	20.0.22
2	Fore Top Sails,	<u>Stream 60 fms</u>	120	1 1/4			19.2.11
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90	8 1/2			18.1.17
1	Main Sails,	Hawser	90	6 1/2	Stream,	1	6.0.20
2	Main Top Sails,	Towlines	90	5 1/2			
		Warp	75	4	Kedge,	2	2.0.6
		All of <u>good</u> quality.					1.3.18

and other sails  
Her Standing and Running Rigging Strong 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>Special Surveyed</u>
2nd. When the Beams are put in, &c.	
3rd. { When completed, and before the plank be painted or payed }	

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 Hangnights 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 Chain's 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. the entire exclusion of Iron bolts, and I am of opinion she may be classed 13 years A1

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 A1

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

Special .....£17:4:

\*Certificate .....£ : :

Committee's Minute 10/10/19th April 1864

Character assigned A 1 for 13 years



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Lloyd's Register  
Foundation

x Great Glover Brothers. 34 Gt St Helens will call for the certificates by Daniel of Liverpool. M.C.