

No. 3137 Survey held at Montrose Date 7th May 1864
on the Bark Euclora Master Mr Liley
Tonnage Old Built at Montrose When built 1864 Launched 26/4/64
By whom built Joseph Binnie & Co Owners Pothner Tilsley & Co
Port belonging to London Destined Voyage Natal
Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length aloft	130.4	Extreme Breadth Outside	25.83	Depth of Hold	14.54
Scantlings of Timber.					
TIMBER AND SPACE	26	Outside.		Thickness of Plank.	
Floors <u>double</u>	9 ³ / ₄ 10 ¹ / ₂ 11 ¹ / ₂ 10	Garboard Strakes ..		Limber Strakes 2 ⁵ / ₈ "	
1 st Foothooks	9 ³ / ₄ 9 ³ / ₄	Garboard to Bilge ..		Bilge Planks } 8 ⁵ / ₈ "	
2 nd Ditto	8 ³ / ₄ 9	Bilge Planks .. 2 ¹ / ₂ "		Ceiling in Flat } each	
3 rd Ditto	8 ³ / ₄ 9	Bilge to Wales		Ditto Bilge to Clamp	
Top Timbers	8 ³ / ₄ 9	Wales .. 6 ⁵ / ₈ " 4 ⁵ / ₈ "		Hold Beam Clamps	
Deck } No 18 Average	8 ³ / ₄ 8 ³ / ₄ 9-7 ¹ / ₄ 8 ³ / ₄ 8 ³ / ₄ 7	Topsides		Deck Beam Ditto ..	
Beams } No 8 Average	8 ³ / ₄ 8 ³ / ₄ 9-7 ¹ / ₄ 8 ³ / ₄ 8 ³ / ₄ 7	Sheer Strakes .. 2 ¹ / ₂ "		Ceiling 'twixt Decks	
Deck Beams, length amidships	24.1	Plank Sheers ..		Hold Beam Shelves ..	
Hold } No 8 Average	11-11 ¹ / ₂ 11 ¹ / ₂ 9 ³ / ₄ 11 ¹ / ₂ 11 ¹ / ₂ 9 ³ / ₄	Water } Upper Deck		Deck Beam Ditto ..	
Beams } No 7 Average	11-11 ¹ / ₂ 11 ¹ / ₂ 9 ³ / ₄ 11 ¹ / ₂ 11 ¹ / ₂ 9 ³ / ₄	Ways } Lower Deck			
Hold Beams, length amidships	23.11	Ditto, faying surface			
Keel } Spaced	12 ³ / ₄ 14 ³ / ₄	Upper Deck			
Scarpas of Ditto	6.0				
Keelsons	13 ³ / ₄ 16 ³ / ₄				
Arms of Ditto	6.1				

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.					
Keel, & Deadw'd abaft	1 ¹ / ₂ "	Iron	1 ¹ / ₂ "	Hold Beam	Waterway .. 7/8"
Scarpas of Keel, No 9 & 10	1 ¹ / ₂ "	Iron	1 ¹ / ₂ "	Bolts in	Knees .. 5"
Keelson Bolts through Keel	1 ¹ / ₂ "	Iron	1 ¹ / ₂ "	Shelf or Clamp	5"
at each Floor	1 ¹ / ₂ "	Iron	1 ¹ / ₂ "	Deck Beam	Waterway .. 1 ¹ / ₂ "
Bolts thro' Heels of Timbers	1 ¹ / ₂ "	Iron	1 ¹ / ₂ "	Bolts in	Knees .. 1 ¹ / ₂ "
against Deadwood	1 ¹ / ₂ "	Iron	1 ¹ / ₂ "	Shelf or Clamp	1 ¹ / ₂ "
Transoms and throats of Hooks	1"	Copper	1"	Nails or Bolts in Flat of Deck	Gal ^o 5 ¹ / ₂ "
Arms of Hooks	1"	Copper	1"	Treenails	1 ¹ / ₂ "
Thro' Bilge & Limber Strakes	1"	Copper	1"		
Thickstuff over Double Floors	1 ¹ / ₂ "	Copper	1 ¹ / ₂ "		
Butt End Bolts	1 ¹ / ₂ "	Copper	1 ¹ / ₂ "		
Pintles of the Rudder	1 ¹ / ₂ "	Copper	1 ¹ / ₂ "		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 7¹/₂ to 2¹/₂ Inches. The Space between the Top-Timbers is 3¹/₂ Inches.
The Floors consist of German Oak The First Foothooks of German & British Oak
The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak
The Shifts of the First and Second Foothooks are not less than 1¹/₂ to 2¹/₂ N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared
The entire Frames are each 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 1¹/₂ up of the entire moulding at that place.
The Frame is cross chocked with no Butt at each end of the choek. The Main piece of Rudder is Butt of Windlass is Butt
The Keel is American Elm The Main Keelson is Greenheart and free from all defects.
The Stem, and Stern Post, of British Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak Deadwood, of Butt Oak and are free from all defects.
The Deck and Hold Beams of Teak Butt Oak Greenheart The Breasthooks of Iron The Knees of Iron & Butt Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Elm & Green Oak
or to the First Foothook Heads }
From the above named Height to the Light Water Mark German Oak 12
From the Light Water Mark to the Wales German Oak 10
The Wales and Black-strakes are Teak 16 The Topsides & Sheer-strakes Teak 16
The Spirketting and Plank-sheers Teak 16 The Water-ways { Upper Deck Teak & Greenheart
Lower Deck special arrang
The Decks Yellow Pine State of Good
The Shifts of the Planking are not less than 6 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 three between, and without step-buttng.

Planking Inside.—The Limber-strakes and Bilge-strakes are German Oak 10
The Ceiling, Lower Hold, and between Decks German Oak 10 Shelf Pieces and Clamps German Oak 10
Fastenings.—To Hold Beams one pair Lead Iron Knives to each end of Beams along the Body and
Staple Lead Knives to Cabin sole Beams also 14 p^r Hang Iron Knives (3 p^r of these Knives
Carried down over floor ends
Deck Beams dowelled to shelf & inner part & secured into Beams & thro bolted & Staple Iron Knives in
main rooms one space Staple Iron & 1st Double Lead Butt Oak Knives each side for 18 p^r Hang Iron Knives
2nd Deck Beams dowelled to shelf & inner part & secured into Beams & 7 pair Heavy Iron Knives 1 pair Staple Iron Knives at each
end in main room & 2 space aft back side single Lead Butt Oak Knives
Number of Breasthooks 4 for under deck 1 cabin Pointers 10 under deck Hook Crutches 1 Iron
Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes bolted through and clenched Treenails of Butt Oak How Made one turned
Thickstuff over Double Floors Yellow Metal bolted through and clenched. General Quality of Workmanship Train

We certify that the above is a correct description of the several particulars therein given
Builder's Signature Joseph Binnie & Co Surveyor's Signature Thomas Alexander

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	240 1 $\frac{1}{4}$	Bower,	3 19.1.0
2	Fore Top Sails,	Iron <u>Hemp</u> Stream Cable	75 7 $\frac{1}{8}$		19.1.0
2	Fore Topmast Stay Sails,	Hawser	75 8	Stream,	1 6 0.6
1	Main Sails,	Towlines	75 7		
2	Main Top Sails,	Warp	75 5 $\frac{1}{2}$	Kedge,	2 3.0 7
and other sails, rigging		All of <u>Good</u> quality.	75 4 $\frac{1}{2}$		1.2.10

Her Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality.

She has one 19 $\frac{1}{2}$ ft Long Boat and two other boats

The present state of the Windlass is Good Good Rudder Good Pumps 2 metal
filled with purchase

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>14th November 1863</u>
2nd. When the Beams are put in, &c.	<u>26th December</u>
3rd. { When completed, and before the plank be painted or payed }	<u>30 March 1864 April -</u>

This vessel is 5.048 Breadths & 8.96 depths in length aloft is round sterned formed without transoms Stern & Counter timbers filling in around & secured with the planking, Ho. Beams &c. Has a raised quarter deck 3 feet 2 $\frac{1}{2}$ in height & 3 $\frac{1}{2}$ ft in length from front of Break to after part stern post on deck. No overlap at Break

Is built partly of 9 years material & upwards & essentially fastened with mixed metal in all external fastenings to the entire exclusion of Iron bolts & nails in accordance with Rule Section 4b

Has 12 pair Oak plates 4 by 12 inch secured & fitted into inner side of frame timbers extending from upper part of beams down to about 4 feet from keelson & bolted into each timber as per Rule

Under sanction contained in letter dated 13/1/64 of submitted plan (now returned herewith) referred to in the above - Clamps have been applied in the lower deck in room of heavy shelves & Waterways thro bolted & having Hang^r knees applied to each Beam in accordance with the Copy of Surveyors Note enclosed in the above letter

Specially surveyed while building under order No 115

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

If Sheathed, Doubled, Felted, or Coppered Yel^r Met on felt When last done —

I am of opinion this Vessel should be Classed 10. A1

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

Special£ 16 : 2 : —

Certificate£ 20 : 2 : —

Committee's Minute 13th May 1864

Character assigned A 1 for 10 years

Lt Colk 24/6/80



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