

Preliminary Survey held at Little Talia Date April 26 1867  
on the Barque Epioranni Master - Jenkins  
Tonnage under tonnage deck 3664 Built at Trieste When built 1863 Launched unknown  
Ditto of poop or spar deck 38 By whom built Owners H. T. Thomas  
Total tonnage Port belonging to Falmouth Destined Voyage unknown  
If Surveyed while Building, Afloat, or in Dry Dock On Patent Slip

Length as per section 39 .. 118	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Number of Decks .. One
Length of Keel .. 118								
Scantlings of Timber.				Outside Plank.				Dimensions of Ship per Register,
TIMBER AND SPACE .. 118				Garboard Strakes .. 3 1/2				length .. breadth .. depth ..
Floors .. 14	11	10	9 1/4	Garboard to Bilge .. 3 1/2				
1st Foothooks .. 14	8 1/4	9 1/4	8 1/2	Bilge Planks .. 3 1/2				
2nd Ditto .. 14	8 1/4	9 1/4	8 1/2	Bilge to Wales .. 3 1/2				
3rd Ditto .. 14	8 1/4	9 1/4	8 1/2	Wales .. 4				
Top Timbers .. 13	7	8	7 1/2	Topsides .. 3 1/2				
Deck Beams } N° 44 Average Space } 14	9	8	9 1/2	Sheer Strakes .. 4				
Deck Beams, length amidships .. 11	10	10	12 1/4	Plank Sheers .. 4 1/2				
Hold Beams } N° 14 Average Space } 5	11	10	12 1/4	Water Upper Deck } 10 1/2 x 10 1/2				
Hold Beams, length amidships .. 12	14	14	12 1/4	Ways Lower Deck } 7 x 10				
Keel .. 12	14	14	12 1/4	Ditto, faying surface against Timbers .. 10				
Scarp of Ditto .. 17	17	17	13 1/4	Upper Deck .. 3 1/2				
Keelsons .. 17	17	17	13 1/4					
Scarp of Ditto .. 17	17	17	13 1/4					

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
Scarp of Keel, N° ..	-	-	-	Arms of Hooks ..	-	-	-
Keelson Bolts through Keel at each Floor ..	-	-	-	Thro' Bilge & Limber Strakes	-	-	-
Bolts thro' Heels of Timbers against Deadwood ..	-	-	-	Thickstuff over Double Floors	-	-	-
				Butt End Bolts ..	-	-	-
				Pintles of the Rudder ..	-	-	-

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 6 1/2 Inches. The Space between the Top-Timbers is 8 Inches.  
The Floors consist of Italian oak The First Foothooks of Italian oak  
The Second Foothooks of do do The Third Foothooks and Top Timbers of Italian oak  
The Shifts of the First and Second Foothooks are not less than unsewn N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are unsewn  
The Frame is not squared from First Foothook Heads upwards, and and free from sap, and from thence downwards, the frame is square  
The whole of Frames are not 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 square where seen of the entire moulding at that place.  
The Frame is unsewn chocked with — Butt at each end of the chock. The Main piece of Rudder is Italian oak of Windlass is Italian oak  
The Keel is English Elm The Main Keelson is Greenheart and free from all defects.  
The Stem, and Stern Post of Italian oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Italian oak Deadwood, of Italian oak and are free from all defects.  
The Deck and Hold Beams of Italian oak The Breasthooks of Italian oak The Knees of Italian oak

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Am Elm Aridistly 6.6 and  
from the above named Height to the Light Water Mark Italian oak  
from the Light Water Mark to the Wales Italian oak  
The Wales and Black-strakes are Italian oak The Topsides & Sheer-strakes Italian oak  
The Spirketting and Plank-sheers Italian oak The Water-ways { Upper Deck Italian oak Lower Deck Italian oak  
Decks Italian oak Pins State of Good  
Shifts of the Planking are not less than 5 Feet 11 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-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Italian oak  
Ceiling, Lower Hold, and between Decks Italian oak Shelf Pieces and Clamps Italian oak  
Fastenings.—To Hold Beams secured by Lagging three Italian oak + some Iron Riders also spirketting with three Italian oak  
Deck Beams secured by Lagging three, shelf piece, + some Lagging Iron Riders  
Number of Breasthooks Five Pointers Two Crutches Two  
Butt End Bolts are of Iron where seen in the Bottom. Some Bolts in each Butt End are through and clenched.  
Bilge and Limber Strakes Italian oak bolted through and clenched. Treenails of E. oak How Made Stained  
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 H. T. Thomas



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

N <sup>o</sup> .	She has SAILS.	CABLES, &c.			ANCHORS, &c.		
		Fathoms.	Size.	Tested to, as per Certificate.	N <sup>o</sup> .	Weight. Ex. Stock.	Tested to, as per Certificate.
	Fore Sails,	Chain .....			Bower, .....		
	Fore Top Sails,	Hempen Stream Cable ..					
	Fore Topmast Stay Sails,	Hawser .....			Stream, .....		
	Main Sails,	Towlines .....					
	Main Top Sails,	Warp .....			Kedge, .....		
	and	All of _____ quality.					

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ Rudder \_\_\_\_\_ Pumps \_\_\_\_\_

Order for Special Survey, No. _____ Date _____	DATES of Surveys held while building, as per Section 35.	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 } _____
Order for Ordinary Survey, No. _____ Date _____		

General Remarks

This is a strong vessel quite sound so far as seen except some ceiling plank which will have to be changed. She is fastened partly after the Italian method and in her bottomway repairs according to our Rules. Had it not been for the small quantity of Larch in the Bulk & Elm running high she would have been eligible so far as materials go for a good class in class. Mr. Southon waits the decision of the Committee and will do all he can to fit her for sea classification that they may be allowed to direct.

The above examination was rendering a difficulty as we could not without much trouble make a close examination. He ventures to hope that on consideration the Committee will be pleased to assign her an original Class to order a special survey with a view to her continuing if finally found eligible there to.

Some delay has been occasioned in forwarding this as the final verified measurements of canvas into my hands last evening. She has a second bridge by whom in the accompanying drawing the same size as the other.

Falmo.  
May 6. 1893. J. N. Thomas  
Surveyor

Present condition of Caulking of Bottom, \_\_\_\_\_ Deck, \_\_\_\_\_ and Waterways \_\_\_\_\_

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed \_\_\_\_\_

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

Committee's Minute \_\_\_\_\_ 18 \_\_\_\_\_

Character assigned \_\_\_\_\_



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