

No. 836 Survey held at Grenville Date 22<sup>nd</sup> September 1864  
 on the Brigantine "Reaper"  
 Old Tonnage New 204 52/100 Built at Grenville Keel laid 16<sup>th</sup> January 1864  
 By whom built W. John & George Dallimore Owners Mrs. LeLean &c Launched 16<sup>th</sup> August 1864  
 Port belonging to Grenville Destined Voyage London

If Surveyed while Building, Afloat, or in Dry Dock

Length aloft	Feet.		Inches.		Extreme Breadth Outside .....	Feet.		Inches.		Depth of Hold .....	Feet.		Inches.	
	Sided,	In Ship.	Middle.	Ends.		Sided.	Middle.	Ends.	Moulded.		In Ship.	Required per Rule.	Inches.	Required per Rule.
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE	211	inches	3 1/10		Extreme Breadth Outside .....	24	1 1/2			Depth of Hold .....	12	8 1/10		
Floors	10 1/2	12	9	8 3/4	8 3/4	9 1/2	9 1/2	10 1/2	10 1/2	Garboard Strakes .....	3	2 3/4		
1 <sup>st</sup> Foothooks	9 1/2	9	8 1/4	7 1/2	7 1/2	7 1/2	7 1/2	8 1/2	8 1/2	Garboard to Bilge .....	2 3/4	2 3/4		
2 <sup>nd</sup> Ditto	8 1/2	8 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	8 1/2	8 1/2	Bilge Planks .....	2 3/4	2 3/4		
3 <sup>rd</sup> Ditto	8 1/2	7 3/4	5 1/2	6 1/2	6 1/2	6 1/2	6 1/2	5 1/2	5 1/2	Bilge to Wales .....	2 3/4	2 3/4		
Top Timbers	8	5 1/2	5 1/4	6 1/2	6 1/2	5 1/4	5	5	5	Wales .....	1 1/2	1 1/4		
Deck } N° 19 Average Space	3 1/2	9 inches								Topsides .....	3 1/4	3 1/4		
Beams } N° 6 Average Space	2 1/2	10 1/2	9	7	7 1/4	7 1/4	6 1/2			Sheer Strakes .....	3 1/4	3 1/4		
Deck Beams, length amidships	2 1/2	10 1/2	9	7	7 1/4	7 1/4	6 1/2			Plank Sheers .....	3 1/4	2 3/4		
Hold } N° 6 Average Space	2 1/2	11	9	10 1/2	10 1/2	8 3/4				Water-ways Upper Deck	8 1/2	5 1/2		
Hold Beams, length amidships	2 1/2	11	9	10 1/2	10 1/2	8 3/4				Ways Lower Deck	5 1/2			
Keel	11 1/2	11 1/2	11 1/2	10 3/4	10 3/4	-				Ditto, faying surface against Timbers .....	5 1/2			
Scarps of Ditto	6 feet									Upper Deck .....	2 3/4	2 1/2		
Keelsons	13 1/2	13 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2							
Scarps of Ditto	3 1/2	9 inches	15 1/2	12	14 1/2	9 inches	12							
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.														
Heel-Knee, and Deadwood abaft	1 1/8	1								Waterway .....			or Iron.	Inches in Ship.
Scarps of Keel.....N°.	8	Copper								Knees .....	3 1/4			inches required per Rule
Keelson Bolts through Keel at each Floor	1	4 1/8								Shelf or Clamp .....	3 1/4			
Bolts through Heels of Timbers against Deadwood .....	3/4	11/16								Waterway .....	3 1/4			
Transoms and throats of Hooks .....														
Arms of Hooks	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Hold Beam Bolts in Knees .....	3 1/4			
Bolts thro' Bilge & Limber Strakes or Thickstuff over Double Floors	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Shelf or Clamp .....	3 1/4			
Butt End Bolts	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Waterway .....	3 1/4			
Pintles of the Rudder	Metals.	Metals.	Metals.	Metals.	Metals.	Metals.	Metals.	Metals.	Metals.	Knees .....	3 1/4			
Hold Beam Bolts in Knees .....														
Deck Beam Bolts in Knees .....														
Nails or Bolts in Flat of Deck .....														
Treenails .....														

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 4 Inches. The Space between the Top-Timbers is 5 1/2 to 6 Inches.

The Floors consist of Continental White Oak The First Foothooks of Continental 1st. Oak

The Second Foothooks of Cont. White Oak The Third Foothooks and Top Timbers of Cont. Wh. Oak

The Shifts of the First and Second Foothooks are not less than 14 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 11 to 11 1/2

The Frame is squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is square the first portholes butt upon the middle line of the Keel.

The alternate Frames are all 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 of the entire moulding at that place.

The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is Cont. White Oak

The Main Keelson is Cont. White Oak and free from all defects. The Main piece of Windlass is Cont. Wh. Oak

The Stem, and Stern Post, consist of Continental 1st. Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English White Oak Deadwood, of Bracefield & Damij Oak and are free from all defects,

The Deck and Hold Beams consist of Damij Oak & fir The Breasthooks of English Oak & iron The Knees of English Oak & iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is American & Gomerian Elm or to the First Foothook Heads

From the above named Height to the Light Water Mark Damij fir

From the Light Water Mark to the Wales Damij fir

The Wales and Black-strokes are Damij & Port Am. Oak The Topsides Damij fir & Oak

The Sheer-strokes and Plank-sheers Damij Oak The Water-ways Upper Deck Damij fir

The Decks Damij Crown fir State of very 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 28 3 - between, and without step-butting.

**Planking Inside.**—The Limber-strokes and Bilge-strokes are Continental White Oak

The Ceiling, Lower Hold, and between Docks Damij Oak & fir Shelf Pieces and Clamps Damij fir & Oak

**Fastenings.**—To Hold Beams 3/4 iron Double lodging Knees English Oak & iron

From pair of iron hinging blinds

Deck Beams 3/4 iron in double iron plate Knees, with 6 pairs

of iron hinging blinds and staple iron Knees in mast room

Number of Breasthooks 4 = 11 wood & 3 iron Pointers 2 iron Crutches 1 iron -

Butts End Bolts are of Copper & Steel in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Copper bolted through and clenched. Treenails of English Oak How Made Planed

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 & George Dallimore Surveyor's Signature Peter Collier

ANS360-0120



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.		Length ft. to Chain	tons	Fathoms.	Inches.
One	Shit	124-125	223/4	180	1/8
Topsails	Fore Sails,	Hempen Stream	133/4	60	1/8
Cunningham	Fore Top Sails,	Stream	133/4	90	6 <sup>1</sup> / <sub>2</sub>
W. P. W.	Fore Topmast Stay Sails,	Hawser	133/4	90	5
	Main Sails,	Towlines	55	8 <sup>1</sup> / <sub>2</sub>	
	Main Top Sails,	Warp	70	4 <sup>1</sup> / <sub>2</sub>	
and	Others complete,	All of good quality.			
		Her Standing and Running Rigging	Hemp and three stays	sufficient in size and	good in quality.

She has One Long Boat and one Golly boat  
The present state of the Windlass is good Capstan good Rudder good Pumps 2 now good  
with Patent 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	16 of March	1864
	2nd. When the Beams are put in, &c.	11 of April	1864
	3rd. { When completed, and before the plank be painted or payed }	16 of August	1864

Built under a special Survey, under Roof, but as the Keel was laid on the 16<sup>th</sup> of January 1864 and the Vessel launched on the 16 of September, she is not entitled to the additional year under the Rule Section 52 - The materials used are of good quality of size and description here in stated. all through Butt and Bilge bolts are of Copper, including the arm of breastworks below the Males through and clenched, the short butt bolts are of yellow Metal; with good workmanship in laying the Caulking - proved by pieces cut out of the bottom plank - and air bubbles left open in accordance with the Rules, the whole strongly fastened, well equipped and well found.

N.B. The Testing Certificates of proof strain of the Anchors, not having been sent here, the Owners engage to have them "fitted" at the first Port the vessel goes to, where there is a testing apparatus: if required

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

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

I am of opinion this Vessel should be Classed 1st - 7 years.

The Amount of the Fee.....£ 3 : n: ✓ is received by me,

Special .....£ 10: 4: -

Please find the Certificate ....£ gratis -

some Committee's Minute 27<sup>th</sup> September 1864

Character assigned A - for 7 years

Peter Colles

Surveyor

2019

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