

No. 14406 Survey held at London Date 1st May till 10th July 1848
 on the Magnificent "Cleopatra" Master John Love
 Tonnage 130 new Built at Prince Edward's When built 1848
 By whom built 96 Per Messrs Hensley Owners H & S Lindsay
 Port belonging to London Destined Voyage Cape of Good Hope
 If Surveyed Afloat or in Dry Dock in Hatchway Cross Dock & Afloat

Length aloft		Extreme Breadth		Depth of Hold	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
.....

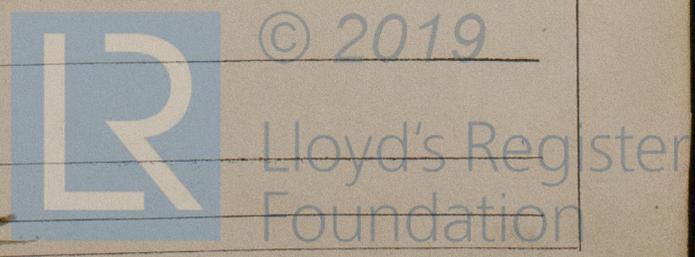
Scantlings of Timber.			Thickness of Plank.		
	Inches.	Inches Middle	Inches Ends	Outside.	Inside.
Timber and Space..... each	22			Keel to Bilge	Foot Waling
Floors..... sided	10	Moulded	11	Bilge Planks	Bilge Planks
1 st Foothooks.....	10	"	8	Bilge to Wales.....	Ceiling in Flat
2 nd Ditto.....	10	"	8	Wales	Ditto Bilge to Clamp
3 rd Ditto.....	10	"	8	Topsides	Hold Beam Clamps
Top Timbers	9 ²	"	6	Sheer Strakes	Deck Beam Ditto.....
Deck Beams N ^o . of <u>16</u>	10	"	10	Plank Sheers.....	Ceiling 'twixt Decks
Hold Beams N ^o . of	11	"	12	Water-Ways	Hold Beam Shelves
Keel	11	"	12	Upper Deck	Deck Beam Ditto.....
Kelsons	11	"	12		

Size of Bolts in Fastenings.		Iron.	
	Inches.		Inches.
Heel-Knee, and Dead Wood abaft	Hold Beam
Scarphs of Keel..... N ^o	Deck Beam
Floor Timber Bolts		
Kelson ditto		
Transoms and throats of Hooks		
Arms of Hooks		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1st Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch & Spruce and are free from all defects. The Floors and first Foothooks are composed of Birch Timber. The other Foothooks and Top Timbers of Birch & Spruce. The Shifts of the first and second Foothooks are not less than _____ 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 _____ free from sap, and from thence downwards, the frame is _____. The alternate Frames are _____ bolted together. 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 _____ Butt at each end of the chock. The Main Kelson is composed of Birch and the False Kelson of Birch. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck ~~and Hold~~ Beams are composed of Spruce & Birch. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Birch. From the first Foothook Heads to the Light Water Mark of Birch. From the Light Water Mark to the Wales of Spruce and Blackmatack & Birch. The Wales and Black-strakes are of Birch. The Topsides of Birch. The Sheer-strakes and Plank-sheers of Birch. The Water-ways of Spruce. The Decks of Yellow Pine State of good. The Shifts of the Planking are not less than 4 Feet 6 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 2 & 3 between. **Planking Inside.**—The Limber-strakes are composed of Birch the Bilge Planks of Birch. The Ceiling, Lower Hold, of Birch Between Decks of Birch & Spruce. Shelf Pieces of Birch Clamps of Birch. **Fastenings.**—To Hold Beams None. Deck Beams double wood lodging knees & stout shelf. Number of Breasthooks five Pointers one Crutches one. Butts End Bolts are of iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling iron bolted through and clenched. General Quality of Workmanship rather good for build.

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name _____
 Surveyor's Name J. H. Ritchie



14406 Lon

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 .		
<i>Two</i>	Fore Sails,	<i>90</i>	<i>1 5/16</i>	<i>2</i>	Bower,	<i>6 c</i>
<i>Two</i>	Fore Top Sails,	<i>120</i>	<i>3/4</i>	<i>1</i>	Stream,	<i>2 c</i>
<i>one</i>	Fore Topmast Stay Sails,	<i>90</i>	<i>4</i>	<i>1</i>	Kedge,	—
<i>New</i>	Main Sails,					
	Main Top Sails,					
and		All of <i>New</i> quality.				

Her Standing and Running Rigging good & sufficient in size and refitted in quality.

She has one Long Boat and one other

The present state of the Windlass is good Capstan winch and Rudder good

General Remarks — Statement and Date of Repairs.

at present all the butts of the bottom planks have been thro bolted with iron and all the trenails renewed & stringy back the Ceiling has been additionally fastened with bolts - New dovetail plates and the two lower Rudder bands fetted of Copper. The Vessel has been Caulked from Keel up over the Decks and the bottom sheathed with 1 Inch wood sheathing on felt and keel sheathed with Yellow Metal on Paper over the wood sheathing - The Hull Masts and Spars & Rigging generally overhauled & refitted when originally built has been intended for fishing in the Ice and has been fortified with four hooks & strong skings sided 10' extending as far aft as the fore Mast and a large Shelf all round from forward to aft 10' square fitted 3' 6" below the upper deck beams well bolted with iron bolts She is a sharp shallow Vessel and consequently of small Capacity - Strongly built ^{but} of perishable materials

If Sheathed, ~~Doubled~~, Felted, or Coppered Y metal on Paper When last done May 1848

I am of opinion this Vessel should be Classed H.M.A. A. Ritchie

The Amount of the Fee.....£ 2 : : is received by me,

Special£ 2 : 2 :

Committee's Minute 14th July 1848

Character assigned A 1 for H. V. G.

