

No. Survey held at Lt. Yarmouth Date November 16th 23500
 on the Y39 "Eleanor" Master A. Bracey 1860
 Old 222 Tonnage Built at Lt Yarmouth When built 1860 Launched Nov 10th
 New 176 By whom built J & H Beeching Owners J. D. Kiddell
 Port belonging to Lt. Yarmouth Destined Voyage Venice
 If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft	Feet.	Inches	Extrem Breadth Outside	Feet.	Inches	Depth of Hold	Feet.	Inches
Scantlings of Timber.	SIDES	MOULDED.	Outside.	Thickness of Plank.	INSIDE.			
TIMBER AND SPACE	21 1/2	21 1/2	Garboard Strakes ..	3	2 3/4	Limber Strakes	3 1/4	3 1/4
Floors	9 1/2	8 3/4	Garboard to Bilge ..	3	2 3/4	Bilge Planks	3 1/4	3 1/4
1 st Foothooks	8 1/4	7 1/4	Bilge Planks	3	2 3/4	Ceiling in Flat	2 1/2	2 1/4
2 nd Ditto	7 1/2	8	Bilge to Wales	3	2 3/4	Ditto Bilge to Clamp ..	2 1/2	2 1/4
3 rd Ditto	7	6 1/2	Wales 6 strakes ..	4 1/4	4 1/4	Hold Beam Clamps ..	3 1/4	3 1/4
Top Timbers	7	6 1/2	Topsides	3 1/4	3 1/4	Deck Beam Ditto ..	3	2 1/2
Deck { N ^o 21 Average Space } 4 feet	7 3/4	7 1/2	Sheer Strakes	3 1/4	3 1/4	Ceiling 'twixt Decks ..	2 1/4	2
Beams { }	7 1/2	7 1/4	Plank Sheers	2 3/4	2 3/4	Hold Beam Shelves ..		
Deck Beams, length amidships	20 ft 6 in	16 1/2	Waterways Upper Deck	5 1/2 x 10	6 1/2 x 6 1/2	Deck Beam Ditto ..		
Hold Beams, length amidships	20 ft 6 in	16 1/2	Ways Lower Deck					
Keel	11 1/2	10 3/4	Upper Deck	3	2 1/2			
Scarps of Ditto	5 feet	4 ft 9 in						
Keelsons	12	11 1/4						
Scarps of Ditto	5 feet 6 in	5 ft 3 in						
Hog tunnel 12 x 6 1/2 ft								

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.		Copper or Iron Inches required per Rule	Thickness required per Rule
Heel-Knee, and Deadwood abaft	1/8	1	1/8
Scarps of Keel	N ^o 6	3/4	Waterway
Keelson Bolts through Keel at each Floor	1	1/8	Knees
Bolts through Heels of Timbers against Deadwood	1/8		Shelf or Clamp
Transoms and throats of Hooks	1	1/8	Waterway
Arms of Hooks	1 1/2	1 1/16	Knees
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/2	1 1/16	Shelf or Clamp
Butt End Bolts	1 1/16	10/16	Nails or Bolts in Flat of Deck
Pintles of the Rudder	2 1/4	2 1/4	Treenails

Timbering.—The Space between the Floor Timbers and Lower Foothooks is $1\frac{1}{2} + \frac{3}{4}$ Inches. The Space between the Top-Timbers is $3\frac{1}{4} + \frac{3}{4}$ Inches.

The Floors consist of English Oak The First Foothooks of English Oak Timber.

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 3 ft 2 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 2 inches

The Frame is well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is the same

The alternate Frames are framed 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 $\frac{1}{3}$ of the entire moulding at that place.

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

The Main Keelson is English Oak & Hog Pitch Pine and free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of Am: Elm A 14. 4 ft 9 in above & E: Oak and are free from all defects.

The Deck and Hold Beams consist of English Oak The Breasthooks of E: Oak & Iron The Knees of Iron

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

From the above named Height to the Light Water Mark Pitch Pine

From the Light Water Mark to the Wales Pitch Pine

The Wales and Black-strokes are Pitch Pine & English Oak The Topsides Pitch Pine & English Oak

The Sheer-strokes and Plank-sheers Pitch Pine & English Oak The Water-ways { Upper Deck P: Pine & Eng: Oak

The Decks of Yellow Pine Lower Deck

State of 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 three between, and without step-butting.

am: White Oak

Planking Inside.—The Limber-strokes and Bilge-strokes are Pitch Pine am: White Oak

The Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps Pitch Pine

Fastenings.—To Hold Beams double Iron lodging knees

Deck Beams Waterway and shelf doweled and an iron hanging knee to every beam

Number of Breasthooks 3 of wood and 2 of Iron Pointers 1 pair of Iron & an Iron Granson Crutches 1 of Iron

Butts End Bolts are of yellow metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made turned

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 J. H. Beeching

Surveyor's Signature Prof. W. W. Wauchope

Lloyd's Register Foundation
2019
Lon 643-0308

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

23560 ton.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
No.		Fathoms.	Inches.	No.	Weight.		
2	Fore Sails,	Chain	180	1 1/16	Bower,	2	9.2.14
2	Fore Top Sails,	Hempen Stream Cable	80	7 1/4	Stream,	12	12.2.0
2	Fore Topmast Stay Sails,	Hawser chain	60	7 1/8	Kedge,	1	4.2.0
1	Main Sails,	Towlines	80	5 1/2			
1	Main Top Sails,	Warp.....	80	4			
and a single suit of other sails.		All of good quality.			2	2.1.16	
					1	1.2	

Her Standing and Running Rigging Hemp sufficient in size and good in quality.

She has one Long Boat and a pinnace

The present state of the Windlass is Patent Capstan Winch double Rudder good Pumps 2 of Iron

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>18th Feb 1859</u>
	2nd. When the Beams are put in, &c.	<u>25th July 1859</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>15th Oct^r 1860</u>

This vessel has a flush deck and her materials and workmanship are of a very good description -

Present condition of Caulking of Bottom, Yellow Metal Deck, Yellow Metal and Waterways good where tried

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on paper When last done before launching

I am of opinion this Vessel should be Classed G A 1

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

Special £ 5 : 5 : - } 22/11/60

Certificate £ - : - }

Fro. Wm. Rawns

7.10.2

Committee's Minute 20 November 1860

Character assigned A life of Years

© 2019



Lloyd's Register
Foundation