

No. 785 Survey held at Ponce & Island Date May 1868 to May 1869 Rev 12/7/1869
on the Barque "Lelia Alice" Master M^c Rae

Tonnage under tonnage deck 290.95 Built at Morrell When built 1869 Launched April 1869
round house
Ditto of prop 1823 or spar deck - - - By whom built M^r Hayden Owners Peake B^r & C^o
Total tonnage 309.18 Port belonging to Ponce & Island Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39 .. 122	Feet.	6	Inches.	Extreme Breadth Outside	Feet.	26	Inches.	8	Depth of Hold	Feet.	14	Inches.	42	Number of Decks	one
Length of Keel .. 115	Feet.	115	Inches.												
Scantlings of Timber.															
TIMBER AND SPACE .. 212															
Floors .. Double															
1 st Foothooks .. 9.102															
2 nd Ditto .. 82.9															
3 rd Ditto .. 82.9															
Top Timbers .. 8.9															
Deck { N ^o 23 Average } 4.0															
Beams { Space } 9.10															
Deck Beams, length amidships .. 24.7															
Hold { N ^o 11 Average } 8.0															
Beams { Space } 12															
Hold Beams, length amidships .. 24.6															
Keel .. 112															
carphs of Ditto .. 5.9															
keelsons .. 13.13															
carphs of Ditto .. 6.6															
Outside Plank.															
Garboard Strakes .. 32															
Garboard to Bilge .. 32															
Bilge Planks .. 42															
Bilge to Wales .. 32															
Wales .. 42															
Topsides .. 42															
Sheer Strakes .. 42															
Plank Sheers .. 4															
Water Upper Deck 6x102															
Ways Lower Deck 102x10															
Ditto, faying surface against Timbers .. 6															
Upper Deck .. 32															

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	Hold Beam	Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
carphs of Keel, N ^o 4	"	1 1/8	1 1/16	Arms of Hooks ..	"	1	1 5/16	Bolts in	Knees ..	"	13/16	13/16
elson Bolts through Keel	"	7/8	13/16	Thro' Bilge & Stakes	7/8	7/8	13/16	Deck Beam	Waterway ..	"	3/4	3/4
each Floor ..	"	1	1 5/16	Thickstuff over Double Floors	3/4	"	1 1/16	Bolts in	Knees ..	"	3/4	3/4
thro' Heels of Timbers	"	7/8	13/16	Butt End Bolts ..	3/4	3/4	1 1/16	Nails in Flat of Deck	Shelf Clamp	"	3/4	3/4
ainst Deadwood ..	"	7/8	13/16	Pintles of the Rudder ..	2 3/4	2 3/4	2 3/8	Treenails ..	Inches	1 1/2	1 1/2	1 1/2

umbering.—The Space between the Floor Timbers and Lower Foothooks is 2.2 1/2 Inches. The Space between the Top-Timbers is 4.5 Inches.

Floors consist of 5 feet Buch and Beech rem Juniper The First Foothooks of Juniper
Second Foothooks of Juniper The Third Foothooks and Top Timbers of Juniper

Shifts of the First and Second Foothooks are not less than 3.8 to 3.9 N. B. When less than prescribed by the Rule, state how many.

the Shifts of the Frame are 3.8 to 3.9

Frame is well squared from First Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is good
Frames are iron bolted together to the Gunwale. N. B. If not, state how bolted.

its of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

ame is partly chocked with a Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Oak

Keel is Buch and Beech The Main Keelson is Juniper and Oak and free from all defects.

Stem, and Stern Post of Juniper The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Juniper Deadwood, of Buch under 2 feet and are free from all defects,

he Deck and Hold Beams of Juniper The Breasthooks of Juniper The Knees of Spruce

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Buch and Beech

the above named Height to the Light Water Mark Buch and Beech

the Light Water Mark to the Wales Juniper

ales and Black-strakes are Juniper The Topsides & Sheer-strakes Juniper

spirketting and Plank-sheers Juniper The Water-ways { Upper Deck Juniper Red pine
Lower Deck Red pine

The Decks Yellow pine State of good

ue Shifts of the Planking are not less than 6 Feet 0 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 Juniper

The Ceiling, Lower Hold, and between Decks Juniper some Red pine Shelf Pieces and Clamps Juniper Red pine

Fastenings.—To Hold Beams Lodging knees of Spruce and 7 Pairs of vertical iron knee riders (3" broad. 4" at angle 2" at throat bolts 1 3/4 and 1 1/2 at joints of timbers) extending down over the bilge taking three bolts through a substantial part of floor arms.

Deck Beams Lodging knees of Spruce and 11 pairs of vertical iron knees 3" broad 4" at angle 1 3/4 at throat bolts.

Number of Breasthooks 5 Juniper Pointers 1 Pair Juniper Crutches 3 Juniper and Iron

Butt End Bolts are of Yellow metal in the Bottom. two Bolts in each Butt End one of which is through and clenched.

Bilge and Limber Strakes Yellow metal bolted through and clenched. Treenails of Juniper How Made Turned & Planed

Thickstuff over Double Floors Yellow metal 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 William H. H. Surveyor's Signature Peck & Hogg

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

Test Cert Signed by Jack returned to owner

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Size.	Tested to, as per Certificate.	ANCHORS, &c.	N ^o .	Weight, Ex. Stock.	Tested to, as per Certificate.
one sub and 4 share sails	Fore Sails,	Chain	150	1 1/16	25.10.00	Iron snucks Bower,	1	12.0.11	14.0.0.0
	Fore Top Sails,	Hempen Stream Cable ..	60		100 tons		1	12.3.8	14.12.0.0
	Fore Topmast Stay Sails,	Hawser	90	8		Stream,	1	9.3.22	12.0.0.0
	Main Sails,	Towlines				Kedge,	1	25	12
	Main Top Sails,	Warp	90	5 1/2					
and	are	All of <u>good</u> quality.							

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

She has one Long Boat and one Jolly Boat

The present state of the Windlass is good Capstan Iron Rudder good Pumps 2 Wood

Order for Special Survey,

No. _____ Date _____

Order for Ordinary 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 }

Special Survey

General Remarks

The frame was put up in the months of May and June 1868. a few stakes of plank were put on the Topsides, and some caulking wrought on the flat of bottom; in which state she stood during the summer to give the material the benefit of the warm weather to season, and dry.

Twelve (12) pairs of Iron plates 4 1/2" are wrought and fitted upon the outside of frame according to rule section 39, and in other respects the securing are efficient and strong.

The owners have put on board 60 fathoms of second hand chain to be tested and examined in London.

If approved, it is submitted she may be considered eligible for the figure I to be added to the classification underneath recommended.

Richard Shigzell

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 A

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

John M Special£ 15 : 9 : "

Travelling expense Certificate£ 2 : " : "

Committee's Minute 13th July 18 69

Character assigned for 7 Beams WMS



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