

No. 3359 Survey held at Sunderland Date Rec 9/10/47
on the Bk "Euphrosyne" Master Barras 3359
Tonnage 438 Built at Sunderland When built 1847
By whom built John Watson Owners Barras
Port belonging to London Destined Voyage India
If Surveyed Afloat or in Dry Dock during the Building

Length aloft 24 Feet. 11 Inches. Extreme Breadth 27 Feet. 11 Inches. Depth of Hold 18 Feet. 6 Inches.

Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	11	Moulded	12 1/2
Floors..... sided	12 1/2	10	
1st Foothooks.....	10 1/2	9 1/2	
2nd Ditto.....	9 1/2	8 1/2	
3rd Ditto.....	8 1/2	7 1/2	
Top Timbers.....	8	5	
Deck Beams N ^o <u>25</u> Average Space <u>4.6</u>	9 1/2	9 1/2	6
Hold Beams N ^o <u>17</u> Average Space <u>4.6</u>	11 1/2	11 1/2	9 1/2
Keel.....	12	10	
Kelsons.....	13	26	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	1	Foot Waling.....	4 1/4
Bilge Planks.....	4	Bilge Planks.....	4 1/4
Bilge to Wales <u>4.5</u>	3	Ceiling in Flat.....	3
Wales.....	5	Ditto Bilge to Clamp.....	3 1/2
Topsides.....	2 3/4	Hold Beam Clamps.....	4 1/4
Sheer Strakes.....	1 1/4	Deck Beam Ditto.....	3
Plank Sheers.....	3 1/4	Ceiling 'twixt Decks.....	2 1/2
Water-Ways.....	8	Hold Beam Shelves.....	
Upper Deck.....	3	Deck Beam Ditto.....	

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.	Inches.	Copper or Iron.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/4	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	1 7/8
Scarphs of Keel..... N ^o 8	7/8	Butt End Bolts.....	3/4	Deck Beam.....	1 7/8
Floor Timber Bolts.....	1 1/8	Lower Pintle of the Rudder.....	3 3/4		
Kelson ditto.....	1 1/4				
Transoms and throats of Hooks.....	1 1/8				
Arms of Hooks.....	1 1/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are apple free from all defects.

The Floors and first Foothooks are composed of Stettin and part of Eng. Oak Timber.

The other Foothooks and Top Timbers of Eng. Oak

The Shifts of the first and second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared throughout

The alternate Frames are all bolted together.

N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is good chocked with no Butt at each end of the chock.

The Main Kelson is composed of Foreign Oak and the False Kelson of Foreign Oak

The Scarphs of the Kelsons are not less than 8 feet 4 inches.

The Deck and Hold Beams are composed of Stettin Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am. Plan

From the first Foothook Heads to the Light Water Mark of Drag. Oak and Am. Plan

From the Light Water Mark to the Wales of Drag. Oak

The Wales and Black-strakes are of Drag. Oak The Topsides of Drag. Oak

The Sheer-strakes and Plank-sheers of Drag. Oak The Water-ways of Red pine

The Decks of Yellow pine State of good

The 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 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Drag. Oak the Bilge Planks of Drag. Oak

The Ceiling, Lower Hold, of Drag. Oak Between Decks of Drag. Oak

Shelf Pieces of Drag. Oak Clamps of Drag. Oak

Fastenings.—To Hold Beams Iron Staps Lacing Knees; also Iron hanging Knees to each alternate Beam

Deck Beams Iron Staps Lacing Knees also Iron Staps Standard and black alternate Beam which are connected with the Hold Beams

Number of Breasthooks Six Pointers three Knees, and one Crutches. 2 Transom Knees each side

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

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship good throughout

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

Builder's Signature _____ Surveyor's Signature _____

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 .		
2	Fore Sails,	240	Chain	1 7/8	3	Bower,	19 ^c - 18 ^c 1/2
2	Fore Top Sails,	80	Hempen Stream Cable	9	1	Stream,	5 ^c
2	Fore Topmast Stay Sails,	70	Hawser	7/8	1	Kedge,	2 ^c
1	Main Sails,	80	Towlines	6			
2	Main Top Sails,	2	Warp	5 1/2			
	and <u>well found</u>		All of <u>good</u> quality.				

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

She has One Long Boat and no other Boats

The present state of the Windlass is Sound Capstan Winch and Rudder Shut

General Remarks—Statement and Date of Repairs.

Was regularly Surveyed during the Building Notes taken 15 7 25 18 24
3: 4: 5: 6: 6

Mem. The frame of this Vessel would suit her for a higher grade; but for the planking; which is entirely of imputed Dug Oak of most excellent quality and well seasoned; it is much to be regretted that the Rules do not fix a higher rank for the description of material; and to Clap higher than Foreign Oak generally

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed S. A. 1.

The Amount of the Fee.....£ 5: - : - is received by me, John Bounton

Special£ : :

Certificate (if required)£ : :

Committee's Minute 8th Oct. 1847

Character assigned As per S. A. 1.



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