

No. 635 Survey held at Sunderland Date 11 March 1850
on the Barque "Recluse" Master Gibbs
Tonnage Old 360 Built at Sunderland When built 1850 Launched 26 Apr 53
By whom built Mr Wm Rile Owners J. M. Bodie
Port belonging to London Destined Voyage Cape of Good Hope
If Surveyed while Building, Afloat, or in Dry Dock in Building

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.		
124		4		25		2		15		3			
Scantlings of Timber.				Thickness of Plank.									
IN SHIP.				REQUIRED PER RULE.				INCHES.					
Sided.		Moulded.		Sided.		Moulded.		In Ship.		Required per Rule.			
		Middle.	Ends.			Middle.	Ends.						
TIMBER AND SPACE		20	-	-	24 1/4	-	-	Outside.		INCHES.			
Floors	3 3/4	10 3/4	9	10 3/4	10 3/4	10 3/4	10 3/4	Garboard Strakes	3 1/2	3 1/4	Limber Strakes	9 x 9	3 1/2
1st Foothooks	9	9	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	Garboard to Bilge	3 3/4	3 3/4	Bilge Planks	4	3 1/2
2nd Ditto	10 1/2	10 1/2	-	10	10	10	-	Bilge Planks	4	3 3/4	Ceiling in Flat	2 3/4	2 3/4
3rd Ditto	7 3/4	-	5 1/2	7 1/2	-	5 1/2	-	Bilge to Wales	3 1/4	3 1/4	Ditto Bilge to Clamp	3	2 3/4
Top Timbers	7 3/4	-	5 1/2	7 1/2	-	5 1/2	-	Wales	4 1/2	4 1/2	Hold Beam Clamps	4	3 3/4
Deck { N° 26 Average Space }	10 1/2	10 1/2	7	10 1/4	10 1/4	6 3/4		Topsides	3 1/2	3 1/2	Deck Beam Ditto	4	2 3/4
Deck Beams, length amidships	20	feet	10	inches				Sheer Strakes	3 3/4	3 1/2	Ceiling 'twixt Decks	2 1/2	2 3/4
Hold { N° 16 Average Space }	11	11	9 1/2	11	11	9 1/4		Plank Sheers	3 3/4	3 3/4	Hold Beam Shelves		
Hold Beams, length amidships	23	feet						Water-Upper Deck	9 3/4	9 3/4	Deck Beam Ditto	6 x 11	8 1/2 x 10 3/4
Keel	12 1/2	12 1/2	12 1/2	11 3/4	11 3/4	11 3/4		Ways { Lower Deck					
Scarp of Ditto	5 1/2			5 1/2				Ditto, faying surface against Timbers	6 1/2	6 1/2			
Keelsons	13	13	13	12 3/4	12 3/4	12 3/4		Upper Deck	3	3			
Scarp of Ditto	6 1/2			5 1/2									
Size of Bolts in Fastenings distinguishing whether Copper or Iron: also of Treennails.												Copper	

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Heel-Knee, and Deadwood abaft		Copper	Inches	Transoms and throats of Hooks		Copper	Inches	Waterway		Copper	Inches
Scarp of Keel N° 7		1 1/2	1 1/2	Arms of Hooks		1	1	Hold Beam Bolts in		1 x 7/8	1 x 7/8
Keelson Bolts through Keel at each Floor		1	1	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors		3/4	3/4	Shelf or Clamp		7/8	7/8
Bolts through Heels of Timbers against Deadwood		3/4		Butt End Bolts		3/4 x 1 1/2	3/4 x 1 1/2	Waterway		1 1/2	1 1/2
				Pintles of the Rudder		2 1/2	2 1/2	Deck Beam Bolts in		7/8 x 1 1/2	7/8 x 1 1/2
								Knees		7/8 x 1 1/2	7/8 x 1 1/2
								Shelf or Clamp		1 1/2	1 1/2
								Nails or Bolts in Flat of Deck		5 1/2	5 1/2
								Treenails		1 1/2 x 1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 18 3/4 Inches. The Space between the Top-Timbers is 34 1/2 Inches.

The Floors consist of Stettin & Eng. Oak The First Foothooks of Eng. Oak

The Second Foothooks of Eng. Oak The Third Foothooks and Top Timbers of Eng. Oak

The Shifts of the First and Second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

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

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/16 of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is Eng. Oak

The Main Keelson is Teak, Stettin, & Amer. Oak and app. free from all defects. The Main piece of Windlass is Eng. Oak

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

Hawse Timbers of Eng. Oak Deadwood, of Eng. Oak from 2 ft. up and are app. free from all defects.

The Deck and Hold Beams consist of Stettin Oak The Breasthooks of Stettin & Eng. Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Amer. Elm

From the above named Height to the Light Water Mark Amer. Elm & Stettin Oak

From the Light Water Mark to the Wales Stettin & Dan. Oak & 5 planks of Amer. Oak

The Wales and Black-strakes are Dan. & Stettin Oak The Topsides Stettin & Dan. Oak

The Sheer-strakes and Plank-sheers Stettin & Dan. Oak The Water-ways { Upper Deck Red Pine

The Decks Yellow Pine State of Good Lower Deck

The Shifts of the Planking are not less than 1 1/2 Feet 1 1/2 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 Dan. Stettin & Amer. Oak

The Ceiling, Lower Hold, and between Decks Stettin & Amer. Oak, Pitch Red Pine Shelf Pieces and Clamps Stettin Oak & Pitch Pine

Fastenings.—To Hold Beams Iron staple knees, seven pair of knee riders, and five pair of hanging knees.

Deck Beams Dowelled and bolted to Shelf and Waterway, Lodging knees, in Mast rooms, and an iron hanging knee to each beam end.

Number of Breasthooks Five Pointers and Crutches Five

Butts End Bolts are of 1/4 Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 2 Keelsons, one bolted through and clenched. Treenails of Eng. Oak How Made Circular

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 Wm Rile Surveyor's Signature Thomas Lawrence

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 .	Weight.
2	Fore Sails,		Chain	200 13 1/2	Bower,	3	16-2-14
2	Fore Top Sails,		Hempen Stream Cable	75 0			14-3-14
2	Fore Topmast Stay Sails,		Hawser	60 2 1/2	Stream,	1	12-3-14
2	Main Sails,		Towlines	75 5 1/2			5-0-20
2	Main Top Sails,		Warp	75 5	Kedge,	1	1-3-24
and <u>others as usual</u>			All of <u>good</u> quality.				

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

She has 1 Long Boat and two others

The present state of the Windlass is secure Capstan much Rudder and Pumps Efficient

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>22^d Dec^r 1857</u>
	2nd. When the Beams are put in, &c.	<u>22^d Jan^y 1858</u>
	3rd. { When completed, and before the } { plank be painted or payed }	<u>19th Feb^r 1858</u>

*This Bark has ten pair of diagonal plates, inside the frame, in size and bolted as per rule -
The rules Secⁿ 46, allowing Ships to be classed One Year extra, when Metal bolts are used in lieu of iron, are also fully complied with -*

Wm. Ellis

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

If Sheathed, Doubled, Felted, or Coppered by Metal on felt to 14 ft When last done

I am of opinion this Vessel should be Classed G. S.

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

Order No 74 Special£ 14 : 12 : "

Certificate£ " : " : " to be called for in

Thomas Lawrence

Wm. Ellis

Committee's Minute 16th March 1858

Character assigned A 1 for 9 Years



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