

No. 7240 Survey held at Cumberland Date 27<sup>th</sup> Aug/61 Rev 2/9/61 7240  
 on the Old "Cleander" Master Marshead  
 Tonnage Old Built at Cumberland When built 1861 Launched Aug 7/61  
 By whom built J Haswell & Son Owners J Patmore  
 Port belonging to London Destined Voyage Barcelona  
 If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet. Inches.		Extreme Breadth Outside	Feet. Inches.		Depth of Hold	Feet. Inches.	
	116	0		26	10		17	0
<b>Scantlings of Timber.</b>								
TIMBER AND SPACE	24	24	24	24	24	3 1/4	3 1/2	3 1/2
Floors	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	3 1/4	3 1/2	3 1/2
1 <sup>st</sup> Foothooks	9 1/4	9 1/4	8 3/4	8 3/4	8 3/4	3	2 3/4	2 3/4
2 <sup>nd</sup> Ditto	8 1/4	8 1/4	8	8	8	3	2 3/4	2 3/4
3 <sup>rd</sup> Ditto	7 1/2	7 1/2	5 1/2	7 1/4	7 1/4	3	2 3/4	2 3/4
Top Timbers	7 1/4	7 1/4	5 1/2	7 1/4	5	3	2 3/4	2 3/4
Deck Beams	4/10	8 1/2	8 1/2	7 1/4	8 1/2	3 1/2	3 1/2	3 1/2
Deck Beams, length amidships	24/6	11 1/2	11 1/2	9 1/2	11 1/2	3 1/2	3 1/2	3 1/2
Hold Beams	4/10	11 1/2	11 1/2	9 1/2	11 1/2	3 1/2	3 1/2	3 1/2
Hold Beams, length amidships	24/6	11 1/2	11 1/2	9 1/2	11 1/2	3 1/2	3 1/2	3 1/2
Keel	12	12	11 1/2	11 1/2	11 1/2	3 1/2	3 1/2	3 1/2
Scarp of Ditto	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	3 1/2	3 1/2	3 1/2
Keelsons	14	14 1/2	13 1/4	13 1/4	13 1/4	3 1/2	3 1/2	3 1/2
Scarp of Ditto	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	3 1/2	3 1/2	3 1/2

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

Part	Inches in Ship	Inches required per Rule	Part	Inches in Ship	Inches required per Rule
Heel-Knee, and Deadwood abaft	1 1/4	1 1/4	Transoms and throats of Hooks	1	1
Scarp of Keel	7/10	7/10	Arms of Hooks	7/10	7/10
Keelson Bolts through Keel at each Floor	1	1	Bolts thro' Bilge & Limber Strakes	3/4	3/4
Bolts through Heels of Timbers against Deadwood	1 1/16	1 1/16	Butt End Bolts	3/4	3/4
			Pintles of the Rudder	2 3/4	2 1/2

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 to 3 Inches. The Space between the Top-Timbers is 4 to 6 Inches.

The Floors consist of Baltic Oak & Elm The First Foothooks of Baltic Oak & Elm  
 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 1/4 N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are well shifted

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

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

The Butts of the Timbers are fitted close together; their thickness not less than 1/3 to 1/4 of the entire moulding at that place.

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

The Main Keelson is Greenheart and is free from all defects. The Main piece of Windlass is no

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of English Oak Deadwood, of A<sup>m</sup> Elm & Oak and are free from all defects.

The Deck and Hold Beams consist of Baltic & Elm The Breasthooks of Iron The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is A<sup>m</sup> Elm  
 or to the First Foothook Heads

From the above named Height to the Light Water Mark American Elm

From the Light Water Mark to the Wales Baltic Oak

The Wales and Black-strakes are Baltic Oak The Topsides Baltic Oak

The Sheer-strakes and Plank-sheers Baltic Oak The Water-ways { Upper Deck Baltic Oak  
 Lower Deck —

The Decks Yellow Pine State of good

The Shifts of the Planking are not less than 5 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 — between, and without step-butting

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Baltic Oak

The Ceiling, Lower Hold, and between Decks Baltic Oak Shelf Pieces and Clamps Baltic Oak

**Fastenings.**—To Hold Beams Staple lodging pieces in each space and 5 Pairs of Rider knees

Deck Beams Staple lodging pieces in each space and 5 Pair of Staple Standards and 5 Pair of Hanging knees

Number of Breasthooks 5 Pointers Iron Transoms Crutches 3

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

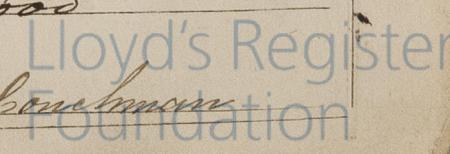
Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Round

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 John Haswell & Son Surveyor's Signature Edward Bouchillon

52934-0349



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.		N <sup>o</sup> . Weight.
2	Fore Sails,	Chain	240 1/2	Bower,	1 17.0.0
2	Fore Top Sails,	Hempen Stream Cable	75 5 1/2	<i>Protman's</i>	1 13.0.0
2	Fore Topmast Stay Sails,	Hawser	60 7/16	Stream,	1 4.5.0
1	Main Sails,	Towlines	75 8 1/2		
2	Main Top Sails,	Warp	75 4 1/2	Kedge,	1 1.5.0

and others as usual All of good quality.

Her Standing and Running Rigging Hempen Wire stays sufficient in size and good in quality.

She has One Long Boat and two others

The present state of the Windlass is efficient Capstan DW 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 } Quilted under special Survey  
 2nd. When the Beams are put in, &c. } from 30<sup>th</sup> Jan<sup>y</sup> 1861  
 3rd. { When completed, and before the } to 27<sup>th</sup> August  
 plank be painted or payed }

*The exterior of this vessel is fastened with yellow metal including the heels of the beam timbers to the entire exclusion of Iron*

*John Haswell & Son*

Present condition of Caulking of Bottom, good Deck, good and Waterways good where it is?

If Sheathed, ~~Doubled~~, Felted, or ~~Coppered~~ yellow metal on foil When last done now done

I am of opinion this Vessel should be Classed GA 1

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

Order No 1083 Special .....£ 17 : " : "  
 Certificate .....£ " : " : "

Committee's Minute 3<sup>rd</sup> September 1861.

Character assigned A 1 for 9 Years

*Edwin Bouchman*

