

No. 7240 Survey held at Cumberland Date 27<sup>th</sup> Aug/61 Rev 2/9/61  
on the "Cleander" Master Marshhead  
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				Extreme Breadth Outside				Depth of Hold			
Feet.				Feet.				Feet.			
116				26				17			
Inches.				Inches.				Inches.			
0				10				0			
Sided, IN SHIP. Moulded.				Sided, REQUIRED PER RULE. Moulded.				Thickness of Plank.			
Middle. Ends.				Middle. Ends.				Inches. Required per Rule.			
Scantlings of Timber.				Outside.				Inside.			
TIMBER AND SPACE				Garboard Strakes ..				Limber Strakes ....			
Floors .....	24	10 1/2	10 1/2	Garboard to Bilge ..	3 1/4	3 1/4		Bilge Planks .5...	3 1/4	3 1/2	
1 <sup>st</sup> Foothooks .....	10 1/2	10 1/2	10 1/2	Bilge Planks .....	4	4		Ceiling in Flat ....	3	2 3/4	
2 <sup>nd</sup> Ditto .....	9 1/4	9 1/4	9 1/4	Bilge to Wales .....	3 1/4	3 1/4		Ditto Bilge to Clamp	3	2 3/4	
3 <sup>rd</sup> Ditto .....	8 1/4	8 1/4	8 1/4	Wales .....	4 1/2	4 1/2		Hold Beam Clamps 4	4 1/2	5 1/2	
Top Timbers .....	7 1/2	7 1/2	5 1/2	Topsides .....	3 1/2	3 1/2		Deck Beam Ditto ..	3 3/4	3 3/4	
Deck { N <sup>o</sup> 23 Average } 4/10	8 1/2	8 1/2	7 1/4	Sheer Strakes .....	3 1/2	3 1/2		Ceiling 'twixt Decks	2 3/4	3 1/4	
Beams { Space } 4/10	11 1/2	11 1/2	9 1/2	Plank Sheers .....	3 1/4	3 1/4		Hold Beam Shelves ..			
Deck Beams, length amidships	24/6			Water-Upper Deck	9	5 1/2		Deck Beam Ditto ..			
Hold { N <sup>o</sup> 16 Average } 4/10	12	12	11 1/2	Ways { Lower Deck				Lower 8 <sup>th</sup> Apart	4		
Beams { Space } 4/10	11 1/2	11 1/2	9 1/2	Ditto, faying surface	5 1/4	5 1/2					
Hold Beams, length amidships	24/6			against Timbers ..							
Keel .....	12	12	11 1/2	Upper Deck .....	3	3					
Scarphs of Ditto .....	53										
Keelsons .....	14	14 1/2	13 1/4								
Scarphs of Ditto .....	60										
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.											
Heel-Knee, and Deadwood abaft	1 1/4	1 1/4		Transoms and throats of Hooks ..	1	1		Hold Beam Bolts in			
Scarphs of Keel .....	7	7		Arms of Hooks .....	1	1		Knees .....	1 1/4	1 1/4	
Keelson Bolts through Keel at	1	1		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/4	3/4		Shelf or Clamp	1 1/4	1 1/4	
each Floor .....	1	1		Butt End Bolts .....	3/4	3/4		Waterway ..	1 1/4	1 1/4	
Bolts through Heels of Timbers	1 1/4	1 1/4		Pintles of the Rudder .....	2 1/4	2 1/4		Deck Beam Bolts in	1 1/4	1 1/4	
against Deadwood .....	1 1/4	1 1/4						Knees .....	1 1/4	1 1/4	
								Shelf or Clamp	1 1/4	1 1/4	
								Nails or Bolts in Flat of Deck	3/4	3/4	
								Treenails .....	1 1/4	1 1/4	

**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 1/8 to 1/4 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 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. 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. Elm

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

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-buttling

**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 knees in each space and 9 Pairs of Rider knees

Deck Beams Staple lodging knees in each space and 5 Pairs of

Staple Standards and 5 Pairs of Hanging knees

Number of Breasthooks 5 Pointers Iron Transoms Crutches 3

Butts End Bolts are of 4 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 Edmund Bonchum



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 15 1/4	Bower, .....	1	17.0.0
2	Fore Top Sails,		Hempen Stream Cable .....	75 5 1/2	Stream, .....	1	12.2.0
2	Fore Topmast Stay Sails,		Hawser .....	60 7/16			
1	Main Sails,		Towlines .....	75 3 1/2			
2	Main Top Sails,		Warp .....	75 4 1/2	Kedge, .....	1	1.3.0
and <u>others as usual</u>			All of <u>good</u> quality.				

Her Standing and Running Rigging Hempen 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 } Guilt under special Survey  
2nd. When the Beams are put in, &c. } from 30th Jan 61  
3rd. { When completed, and before the } to 27th August  
plank be painted or payed }

The exterior of this vessel is fastened with yellow metal including the heels of the Cant 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 in 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 1043 Special .....£ 17 : " : -

Certificate .....£ : " : -

Committee's Minute 3rd September 1861

Character assigned A 1 for 9 years



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