

Old Sample 306 45

Surveyed July 26 / 2<sup>nd</sup> Survey Sept 28 / 1839  
No. 65 Survey held at Redbridge Date 11/Jan/39 1839  
on the Barque Cleopatra Master W. R. Coates  
Tonnage 377 3/10 Built at Redbridge near When built 1838  
By whom built M. Jenkins Owners Thos. Taylor & Others  
Port belonging to London Destined Voyage London  
If Surveyed Afloat or in Dry Dock while Building on Ship

Length aloft.....	Feet. 101	Inches. 7 1/2	Extreme Breadth .....	Feet. 23	Inches. 1 1/2	Depth of Hold .....	Feet. 18	Inches. 10
Scantlings of Timber.				Thickness of Plank.				
Timber and Space..... each	Inches. 27	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.	
Floors..... sided	13	Moulded	13	Keel to Bilge .....	3	Foot Waling.....	3 1/2	
1 <sup>st</sup> Foothooks.....	12	"	10 1/2	3 Bilge Planks .....	5	3 Bilge Planks .....	4 1/2	
2 <sup>nd</sup> Ditto.....	10	"	8 1/2	Bilge to Wales .....	3	Ceiling in Flat .....	3 1/2	
3 <sup>rd</sup> Ditto.....	9	"	5	5 Wales .....	5	Ditto Bilge to Clamp .....	2 1/2	
Top Timbers .....	8 1/2	"		Topsides .....	2 1/2	Hold Beam Clamps .....	3 1/2	
Deck Beams .....	9 1/2	"	9 1/2	Sheer Strakes .....	3 1/2	Deck Beam Ditto.....	4 1/2	
Hold Beams .....	12	"	11 1/2	Plank Sheers.....	3	Ceiling 'twixt Decks .....	2 1/2	
Keel .....	12	"	16	Water-ways .....	6	2 Hold Beam Shelves .....	6 1/2	
Kelsons .....	14 1/2	"	16 1/2	Upper Deck .....	3	Deck Beam ditto .....		

Copper.		Size of Bolts in Fastenings.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft	Copper 1 1/2						
Scarp of Keel.....	No. 6 7/8	Bolts thro' the Bilge and Foot Waling	Copper 5/8	Hold Beam.....	Copper		
Floor Timber Bolts.....	1 1/8	Butt End Bolts .....	5/8	Deck Beam .....	Copper		
Kelson ditto.....	1 1/8	Lower Pintle of the Rudder .....	3				
Transoms and throats of Hooks .....	1 1/8						
Arms of Hooks .....	7/8						
						same in Iron above the Copper .....	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are all free from all defects.  
Her Floors and first Foothooks are composed of English Oak Timber.  
Her other Foothooks and Top Timbers of do do  
Her Shifts of the first and second Foothooks are not less than 4 ft 6 in N.B. When reported by you less than the prescribed Rule, then 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 all free from sap, and from thence downwards, the frame is well squared  
The alternate Frames are all bolted together.  
The Butts of the Timbers are all close together; their thickness not less than 5 of the entire moulding at that place.  
The Frame is well chocked with A Butt at each end of the chock.  
The Main Kelson is composed of English Oak and the False Kelson of English Oak  
The Scarphs of the Kelsons are not less than 7 feet — inches.  
The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Beach  
From the first Foothook Heads to the Light Water Mark of English Oak  
From the Light Water Mark to the Wales of do do  
The Wales and Black-strakes are of do do  
The Topsides of do do  
The Sheer-strakes of do do  
The Gunwales of English Oak Water-ways of English Oak  
The Shifts of the Planking are not less than .5 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought three between.

**Planking Inside.**—The Clamps are composed of English Oak the Stringers of English Oak  
The Bilge Planks of English Oak and the remainder of the Ceiling of do do

**Fastenings.**—To Hold Beams shelf, waterways and 1<sup>st</sup> Iron Knee to each Beam  
Deck Beams Double wood knees & Iron hanging knees  
Number of Breasthooks .5 Pointers 2 Crutches 2  
Butts End Bolts are of Copper in the Bottom, and A Bolt in each Butt End through and clenched. yes  
Bilge and Footwaling Copper bolted through and clenched, yes  
General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel.  
Builder's Name Wm. Jenkins of Redbridge  
Surveyor's Name Wm. Coates





or Masts, Yards, &c. are in new condition, and sufficient in size and length. yes

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	120	Chain .....	1 5/8	3	Bower,
		100		1 1/2		
2	Fore Top Sails,	95	Hempen Stream Cable.....	1 1/2	1	Stream,
2	Fore Topmast Stay Sails,	120	Hawser .....	5 1/2	1	Kedge,
2	Main Sails,	100	Towlines .....	5 1/2		All of proper weight. <i>yes</i>
1	Main Top Sails,		Warp .. 2 .....	4 1/2		
and	<i>well furnished</i>		All of <i>new</i> quality.			

Her Standing and Running Rigging is all new sufficient in size and good in quality.

She has one 22 feet Long Boat and one 24 feet & one 20 feet all new

The present state of the Windlass is new Capstan — and Rudder new

### General Remarks—Statement and Date of Repairs.

The Barge is Copper fastened to her  
hulls the Planking is all well Edged  
free from Sap well seasoned and properly  
fastened she has five Breast hooks which  
are with the Rives of good length and  
well fastened she has two Vintres and  
two Crutches her main Deck runs under  
the Quarter Deck 6 feet & well and well  
connected together and having surveyed  
this vessel three times while Building  
I agreeably to instructions I am of opinion  
she is Strong faithful Built  
be fit and in fit & proper condition  
to take Dry & Perishable Cargoes to  
and from all Ports of the world—

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed 12 A 1-

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

Committee Minute 22 Aug 1834

Character assigned A 1 for 12 years



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