

No. 1295 Survey held at Yarmouth Date, first Survey July 1869 Last Survey August 1871
on the Barque Cleander Master William Taylor
Tonnage under Tonnage Deck 366.70 Built at Yarmouth When built 1871 Launched June 20
Ditto of Spar Deck, or Avening Deck 15.66
Ditto of Poop, or Raised Qr. Dk. 13.82
Ditto of Houses on Deck 396.18
Ditto of Forecastle 382.64
Gross Tonnage 382.64
Crew Space, as per Rule 13.82
Register Tonnage, cut on Beam 382.64
Engine Room 13.82
Register Tonnage, as a Steamer, cut on the Beam 382.64
Deductions 13.82
By whom built Messrs. Fellows Owners Mr. Patmore
Port belonging to London Destined Voyage Cape
If Surveyed while Building, Afloat, or in Dry Dock Under Special Superintendence
for the distinctive Mark +

Length as per section 39.....	Feet. 122	Inches. 0	Extreme Breadth Outside	Feet. 24	Inches. 0	Depth of Hold	Feet. 16	Inches. 0	Number of Decks <u>One</u>
Length of Keel	122	0	IN SHIP. Moulded. Sided. Middle. Ends.	24	0	(Depth from limber-strakes to under side of lower deck beam <u>9.3 1/2</u>)	16	0	
Scantlings of Timber.									
TIMBER AND SPACE	2.7					Outside Plank.			Dimensions of Ship per Register,
Floors	12 1/2	13	10 1/2	11 3/4	11 3/4	Garboard Strakes...	4	3 3/4	length <u>122.5</u> breadth <u>26.8</u> depth <u>16.5</u>
1 st Foothooks	10 1/4	10	10	10	10	Garboard to Bilge ..	4	3 3/4	
2 nd Ditto	9	9	9	9	9	Bilge Planks	4	3 3/4	
3 rd Ditto	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Bilge to Wales	4	3 3/4	
Top Timbers	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Wales	5	4 3/4	
Deck } N ^o 20 Average } 4 feet	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	Topsides	4	3 3/4	
Beams } 24 inches wide	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	Sheer Strakes	4	3 3/4	
Deck Beams, length amidships <u>24.09</u>						Plank Sheers	4	3 3/4	
Hold } N ^o 18 Average } 4 feet	12 1/2	12 1/2	10	11 3/4	11 3/4	Water } Upper Deck	14 x 10	8 1/2	
Beams } 24 inches wide	12 1/2	12 1/2	10	11 3/4	11 3/4	Ways } Lower Deck			
Hold Beams, length amidships <u>24.09</u>						Ditto, faying surface	6 1/2	4	
Keel	13	16	13	13	13	against Timbers ...			
Scarp of Ditto.....	15	16	14	14	14	Upper Deck.....	3 1/4	3	
Keelsons	14	8	5.6	5.6	5.6				
Scarp of Ditto.....									

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

Heel-Knee, & Deadw'd abaft	1 1/4	1 3/16	Transoms and throats of Hooks	1 1/6	1 5/16	Hold Beam } Knees	5/16	15/16
Scarp of Keel, N ^o 7	1 1/4	1 5/16	Arms of Hooks.....	1 1/6	1 5/16	Bolts in } Shelf or Clamp	7/8	14/16
Keelson Bolts through Keel	1 1/8	1 1/16	Thro' Bilge and Limber Strakes	7/8	1 3/16	Deck Beam } Waterway ..	7/8	14/16
at each Floor			Thickstuff over Double Floors ..	1 3/16	2 1/16	Bolts in } Knees	1 5/16	15/16
Bolts thro' Heels of Timbers	7/8	1 1/16	Butt End Bolts.....	1 3/16	2 1/16	Shelf or Clamp	7/8	14/16
against Deadwood			Short Bolts in Ceiling	3	3 1/2	Nails or Bolts in Flat of Deck		
Frame Bolts.....			Pintles of the Rudder	3	2 3/4	TreenailsInches <u>1 1/4</u>		

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

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Main Keelson is C. Oak & Green heart and is free from all defects. The Shifts of the First and Second Foothooks are not less than 4.2

The Transoms, Knightheads, Hawse Timbers, & Aprons of C. Oak ditto. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of English Oak and Elm ditto. The rest of the Shifts of the Frame are 4.2

The Stem, and Stern Post of English Oak ditto. The Frame is well squared from First Foothook Heads upwards,

The Deck and Hold Beams of English Oak and is free from sap, and from thence downwards, the frame is well squared

The Breasthooks of English Oak & Iron The Frames are all bolted together to the Gunwale.

The Knees of Iron & wood The Keel of Am^{er} Elm N.B. If not, state how bolted

The Main piece of Rudder of C. Oak of Windlass of C. Oak The Butts of the Timbers are well close together; their thickness not

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Rock Elm less than 1/3 of the entire moulding at that place.

or to the First Foothook Heads } The Frame is Cross choaked with C. Oak Butt at each end of the chock.

From the above named Height to the Light Water Mark English Oak and Teak

From the Light Water Mark to the Wales English Oak and Teak

The Wales and Black-strakes English Oak and Teak The Topsides & Sheer-strakes English Oak

The Spirketting and Plank-sheers English Oak The Water-ways { Upper Deck English Oak & Teak

The Deck Rich Red pine State of good Lower Deck English Oak & Teak

The Shifts of the Planking are not less than 6 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 thru between, and without step-butting.

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

The Ceiling, Lower Hold, and between Decks C. Oak & Green heart Shelf Pieces and Clamps C. Oak & Green heart

Fastenings.—To Hold Beams Lower deck C. Spirketting Green heart & C. Oak, 7 Pair of Iron Nails, 4 Pair of Iron

hanging knees, 4 Iron Staple lodging knees, to each beam; Cabin flat 4 Pair of Iron Nails, 4 Pair of Iron

hanging knees, the others wood lodging knees;

Deck Beams Iron hanging knees, 19 pair, and Iron Staple knee to each mast space, 3 forward

beams, wood lodging knees; Quarter Deck Beams 8 Pair, fitted with 4 Pair of Iron hanging

knees, the others wood lodging knees;

Number of Breasthooks 2 of Iron & 2 of wood Pointers Iron across 10m 4m Crutches One of Iron

Butt End Bolts are of Yellow metal in the Bottom Two Bolts in each Butt End are through and clenched.

Bilge and Limber Strakes Yellow metal bolted through and clenched. Treenails of C. Oak & Locust How Made by Machine

Thickstuff over Double Floors are 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 Henry Fellows & Son

Surveyor's Signature William George



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

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	120	1 3/8	34.0.0			Bowyers	1	15.1.1	16.16.2.7		
2	Fore Top Sails,	(State Machine where Tested, and name of Superintendent.)	120	1 3/8	34.0.0			(State Machine where Tested, and name of Superintendent.)	1	15.1.1	16.16.2.7		
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90	7/8				Stream	1	13.1.20	15.3.3.0		
2	Main Sails,	Hawser	90	6				Spare	1	6.3.0			
4	Main Top Sails, and several other Sails	Towlines	90	4				Kedges ...	2	3.1.7			
		Warp								3.2			
		All of good quality											

Her Standing and Running Rigging Hemp sufficient in size and good in quality. She has One Long Boat and One Jolly & One gig

The present state of the Windlass is Patent good Capstan Good and Rudder Good Pumps 2 of Iron

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? 3 Ports

and Two Scuppers each side

Cargo Hatchways.—How formed? Coumings & had lages 14 x 4 1/2 State size 4.6 by 4.0

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? good Main Hatchways.—State size 8 ft by 5.6 in the dia.

Order for Special Survey,
No. _____ Date _____

Order for Ordinary Survey,
No. _____ Date _____

DATES of Surveys
held while building,
as per Section 35.

- 1st. When the Frame is completed
- 2nd. When the Beams are put in, &c.
- 3rd. { When completed, and before the
plank be painted or payed }

Surveyed from
Commencement

General Remarks.

This Vessel is Built of good materials, and specially surveyed from laying down the keel, as prescribed Section 28

All the bolts through outside plank from keel to gunwale, yellow metal, Iron nails English Oak and Locust; caulking tested in the progress of the work; the workmanship is very good

Salted as per Rule Section 34 (except the beams) Keelson Cases and Salted, and air courses between lower deck beams, and Keelson; Chain & spruever bolts Galvanized Iron

We recommend her to the favourable consideration of the Committee for the 14 years grade

S.B. Scantlings &c taken for 400 Tons

Present condition of Caulking of Bottom very good Deck, good and Waterways good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled on felt When last done now done

I am of opinion this Vessel should be Classed 14 Years A1

The Amount of the Entry Fee.....£ 4: 0: 0 is received by me,

Special£ 19: 2: 0

Certificate 5: 0: 0

Committee's Minute 5th Sept 1891

Character assigned A 1 for 14 years

A.Y.C.P.

Sutton &c

J.B.W.



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Foundation