

No. 793 Survey held at Guernsey Date 2<sup>d</sup> December 1899  
on the New Brig 'Elizabeth' Master George Hamilton  
Tonnage 151 0 m Built at Guernsey When built 21 Nov. 1899  
By whom built Robert Ash & Co. Owners Thomas Hamilton & Co.  
Port belonging to Guernsey Destined Voyage Guernsey to Calcutta  
If Surveyed Afloat or in Dry Dock in Dock

793  
793

Length aloft.....40 Feet 10 Inches. Extreme Breadth.....11 Feet 10 Inches. Depth of Hold.....14 Feet 10 Inches.

Scantlings of Timber.

Timber and Space..... each	Inches	Inches Middle	Inches Ends
Floors..... sided	<u>13</u>	<u>14</u>	<u>14</u>
1 <sup>st</sup> Foothooks..... "	<u>11</u>	<u>11</u>	<u>11</u>
2 <sup>nd</sup> Ditto..... "	<u>10</u>	<u>10</u>	<u>10</u>
3 <sup>rd</sup> Ditto..... "	<u>9</u>	<u>9</u>	<u>9</u>
Top Timbers..... "	<u>8</u>	<u>8</u>	<u>8</u>
Deck Beams..... Number of <u>11</u>	<u>11</u>	<u>11</u>	<u>8</u>
Hold Beams..... Do. do. <u>13</u>	<u>13</u>	<u>13</u>	<u>9</u>
Keel..... "	<u>15</u>	<u>15</u>	<u>15</u>
Kelsons..... "	<u>14</u>	<u>14</u>	<u>14</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>1</u>	Foot Waling.....	<u>1</u>
Bilge Planks.....	<u>1 1/2</u>	Bilge Planks.....	<u>1 1/2</u>
Bilge to Wales.....	<u>1 1/2</u>	Ceiling in Flat.....	<u>3 1/2</u>
Wales.....	<u>1</u>	Ditto Bilge to Clamp.....	<u>3</u>
Topsides.....	<u>1</u>	Hold Beam Clamps.....	<u>3 1/2</u>
Sheer Strakes.....	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks.....	<u>3</u>
Water-ways.....	<u>1</u>	Hold Beam Shelves.....	<u>5 1/2</u>
Upper Deck.....	<u>3 1/2</u>	Deck Beam ditto.....	<u>9 1/2</u>

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling.....	<u>1</u>	Hold Beam.....	<u>1 1/2</u>
Scarp of Keel..... N°.	<u>1</u>	Butt End Bolts.....	<u>1</u>	Deck Beam.....	<u>1 1/2</u>
Floor Timber Bolts.....	<u>1</u>	Lower Pintle of the Rudder.....	<u>1</u>		
Kelson ditto.....	<u>1</u>			same in Iron above the Copper.....	<u>1 1/2</u>
Transoms and throats of Hooks.....	<u>1</u>				
Arms of Hooks.....	<u>1</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 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 British Oak and are free from all defects.

Her Floors and first Foothooks are composed of British Oak Timber.

Her other Foothooks and Top Timbers of British Oak

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 all squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all very well squared.

The alternate Frames are all bolted together.

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

The Frame is well chocked with 2 Butt at each end of the chock. Good chocks and full Butts Nipped or Drilled

The Main Kelson is composed of American Oak and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than 2 feet 9 inches.

The Deck and Hold Beams are composed of British and American Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Quebec Rock Elm

From the first Foothook Heads to the Light Water Mark of American & African Oak

From the Light Water Mark to the Wales of African & British Oak

The Wales and Black-strakes are of Greenheart, African & British Oak

The Topsides of African & British Oak

The Sheer-strakes of Greenheart, African & British Oak Decks, and state of, Yellow Pine New

The Gunwales of African Oak Water-ways of Red Pine

Shifts of the Planking are not less than 0 1/2 Feet 10 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 two and four between the the Stringers of Quebec White Oak

Inside.—The Clamps are composed of Quebec White Oak and the remainder of the Ceiling of Quebec White Oak and in some places Red Pine

To Hold Beams Iron lagging Nails in Chocks in square body, Double lagging British Oak Nails in End beams

ams Iron lagging Nails in Chocks in square body, Double lagging British Oak Nails in End beams

f Breasthooks Two below Main Deck Pointers Two pair of Iron Nails Crutches Two Iron-rod

Bolts are of Copper in the Bottom, and 2 Bolt in each Butt End through and clenched.

Footwaling Copper bolted through and clenched. footwaling iron bolted

ity of Workmanship Good

that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name

John R. Cunningham



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	240	Chain .....	1 7/8	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable.....	8	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	6	2	Kedge,
1	Main Sails,	80	Towlines .....	4 1/2		All of proper weight.
2	Main Top Sails,	60	Warp <u>Stream Chain</u> .....	1 5/8		
and <u>will found in other ships</u>			All of <u>good</u> quality.			

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

She has a Long Boat and olly Boat

The present state of the Windlass is good with Capstan good and Rudder good

How & How much Patent Purchase

How had thumps good

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

Laid on in April and Launched 21<sup>st</sup> November, 1839.  
Surveyed at the three prescribed periods, and at other times. Special  
white building, Frame all English, and Welsh oak, of good  
quality, and very well squared, built wholly in Frame, Shifts  
of planks good, Grofs checked, and full Butts, Keyed or dowelled  
throughout; Planking and Girding as on other side, of good  
quality and well wrought, Shifts two and three between, three  
mostly and where two is wrought, the Butts are not on same timber,  
number of Beams, as described, being securely fastened, to the sides  
with horizontal, and Diagonal Iron Knives, and Stringers, and  
the Stringer to Upper Deck Beams, and the Upper one, to half  
Beams, tapered from 3 to 9 inches in the siding, which makes the  
hanging and Standard Iron Knives to fit close.  
Plugs and Butts Copper bolted through and clenched on rings,  
Pelson bolts through each floor and clenched on rings, on Main Deck  
an Iron Crutch, and two pair of Iron Riders aft, and the Wing  
and Rider Transoms are Knud to the sides; she is well finished  
and her Stores and furnishings, are of the best description.  
Special Survey fee £10-10/- Paid.

If Sheathed, Doubled, or Felted yellow painted over Paper to the Walls

and Date when last done in November 1839

And Am of opinion this Vessel should be Classed "A1"

The Amount of the Fee.....£ 5 : 5 : is received by me,

John H. Cummins

Committee Minute 18<sup>th</sup> Feb 1840

Character assigned A1 for 10 years



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