

No. 7139 Survey held at London Date 16 May 1840  
 on the Sh<sup>o</sup> Elizabeth Master Tasler  
 Tonnage 164 Built at P.E. Island When built Colombo 1839  
 By whom built 1840 Owners Appleby & Co  
 Port belonging to Switzerland Destined Voyage North  
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet	Inches	Extreme Breadth	Feet	Inches	Depth of Hold	Feet	Inches
<b>Scantlings of Timber.</b>								
Timber and Space	20							
Floors	10	Moulded						
1 <sup>st</sup> Foothooks	9							
2 <sup>nd</sup> Ditto	9							
3 <sup>rd</sup> Ditto	9							
Top Timbers	8		5					
Deck Beams . . . N <sup>o</sup> . of	10		9					
Hold Beams . . . N <sup>o</sup> . of	4		9					
Keel	9							
Kelsons	11		19					
<b>Thickness of Plank.</b>								
			<b>Outside.</b>			<b>Inside.</b>		
			Keel to Bilge			Foot Waling		
			Bilge Planks			Bilge Planks	2	4
			Bilge to Wales			Ceiling in Flat		
			Wales			Ditto Bilge to Clamp		2 1/2
			Topsides			Hold Beam Clamps		2 1/2
			Sheer Strakes			Deck Beam Ditto		4
			Plank Sheers		3 1/2	Ceiling 'twixt Decks		2 1/2
			Water-Ways		6 1/2	Hold Beam Shelves		6 1/2
			Upper Deck		3	Deck Beam Ditto		

<b>Size of Bolts in Fastenings.</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abut					
Scarphs of Keel . . . N <sup>o</sup> .					
Floor Timber Bolts					
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks					
			Bolts thro' the Bilge and Foot Waling		
			Butt End Bolts		
			Lower Pintle of the Rudder		
			Hold Beam		
			Deck Beam		
			same in Iron above the Copper		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of \_\_\_\_\_ the Transoms, Aprons,

Knight Heads, Hawse Timbers, of Red Pine & Mahogany and are \_\_\_\_\_ free from all defects. When in

The Floors and first Foothooks are composed of Birch Timber.

The other Foothooks and Top Timbers of Red Pine & Some Mahogany

The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_

The Frame is fully squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_

The alternate Frames are \_\_\_\_\_ bolted together. N.B. If not, state how bolted.

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

The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of Red Pine and the False Kelson of Birch

The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of Red Pine

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of \_\_\_\_\_

From the first Foothook Heads to the Light Water Mark of Red Pine

From the Light Water Mark to the Wales of Red Pine

The Wales and Black-strakes are of Red Pine & Some Mahogany The Topsides of Birch

The Sheer-strakes and Plank-sheers of Red Pine The Water-ways of Red Pine

The Decks of Pine State of good

The Shifts of the Planking are not less than 4 Feet \_\_\_\_\_ 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 2 1/2 between

**Planking Inside.**—The Limber-strakes are composed of Birch the Bilge Planks of Birch

The Ceiling, Lower Hold, of Pine Between Decks of Pine

Shelf Pieces of Red Pine Clamps of Pine

**Fastenings.**—To Hold Beams 2 wood lagging knees

Deck Beams 2 wood lagging knees & bolted to shelf

Number of Breasthooks 4 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of Pine in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Pine bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name of

Surveyor's Name Courtney

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

7189. *Lair*

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .	Fathoms.	Chain	Inches.	N <sup>o</sup> .
Fore Sails,	140	Chain	1	2 Bower,
Fore Top Sails,	100	Hempen Stream Cable	6	Stream,
Fore Topmast Stay Sails,	60	Hawser	4	1 Kedge,
Main Sails,		Towlines		
Main Top Sails,		Warp		
and		All of <u>good</u> quality.		

Her Standing and Running Rigging ails sufficient in size and \_\_\_\_\_ in quality.

She has the Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_

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

*She appears a well built vessel of the sort had been  
additionally braced and but 16 days before at Lisbon  
the second futlocks could not be examined supposed  
to be fixed*

*Main Anchor to be supplied*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 4 A 1 *Lloyd's*

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

Special .....£ : :

Committee's Minute \_\_\_\_\_ 18 \_\_\_\_\_

Character assigned \_\_\_\_\_

*Cap Sashie  
at Charles Mutton*

Lloyd's Register  
Foundation