

No. 7139 Survey held at London Date 16 May 1840  
 on the Sh<sup>o</sup> Elizabeth Master Taster  
 Tonnage 164 built at P. E. Island When built Colaba 1839  
 By whom built 184 Owners Appleby & Co  
 Port belonging to London 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	inches	inches	inches	inches	inches	<b>Thickness of Plank.</b>		
Floors	10	Moulded	Keel to Bilge	Outside	feet	Inside	feet	inches
1 <sup>st</sup> Foothooks	9	"	Bilge Planks	Bilge Planks	2	Bilge Planks	4	4
2 <sup>d</sup> Ditto	9	"	Bilge to Wales	Bilge to Wales		Ceiling in Flat	2 1/2	2 1/2
3 <sup>d</sup> Ditto	9	"	Wales	Wales		Ditto Bilge to Clamp	2 1/2	2 1/2
Top Timbers	8 1/2	"	Topsides	Topsides		Hold Beam Clamps	2 1/2	2 1/2
Deck Beams . . . N.° of	10	"	Sheer Strakes	Sheer Strakes		Deck Beam Ditto	2 1/2	2 1/2
Hold Beams . . . N.° of	4	"	Plank Sheers	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 1/2	2 1/2
Keel	9 1/2	"	Water-Ways	Water-Ways	6 1/2	Hold Beam Shelves	6 1/2	6 1/2
Kelsons	11	"	Upper Deck	Upper Deck	3	Deck Beam Ditto		

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

**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 & Hackmatack and are \_\_\_\_\_ free from all defects. where seen  
 The Floors and first Foothooks are composed of Birch Timber.  
 The other Foothooks and Top Timbers of Red Pine & Hackmatack  
 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 Born  
 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 Water to be Pine  
 From the Light Water Mark to the Wales of Red Pine  
 The Wales and Black-strakes are of Red Pine & Hackmatack The Topsides of Born  
 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 1/3 between

**Planking Inside.**—The Limber-strakes are composed of Born 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 wedges & knees  
 Deck Beams 2 wood wedges & knees & bolted to shelf  
 Number of Breasthooks 4 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of Born in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Born bolted through and clenched.  
 General Quality of Workmanship Star

We certify that the preceding is a correct description of the above-named Vessel.  
 Builder's Name B  
 Surveyor's Name Courtney

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

1789. Lar

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	
		Chain	1-2	2	Bower, %
Fore Sails,	170	Hempen Stream Cable	6	3	Stream,
Fore Top Sails,	100	Hawser	4	1	Kedge,
Fore Topmast Stay Sails,	60	Towlines			
Main Sails,		Warp			
Main Top Sails,		All of <u>good</u> quality.			

Her Standing and Running Rigging well 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 beheaded and but being bolted at Lisbon  
the second futlocks could not be examined supposed  
to be Birch*

*Main Anchor to be supplied*

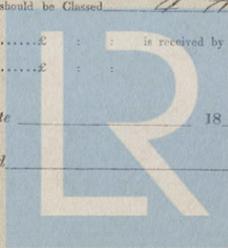
If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 4 A 1

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

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

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



© 2019 Lloyd's Register

Lloyd's Register Foundation

*Cap Sashie  
at Charlesutton*