

No. \_\_\_\_\_ Survey held at LONDON Date Dec 30 1840  
 on the Schooner Elizabeth Master John Forster  
 Tonnage 1490m Built at Chertsey When built Oct 1839  
 By whom built \_\_\_\_\_ Owners Appleby  
 Port belonging to London Destined Voyage London  
 If Surveyed Afloat or in Dry Dock Afloat Union Pier

Length aloft	Feet. Inches. <u>77</u>	Extreme Breadth	Feet. Inches. <u>19</u>	Depth of Hold	Feet. Inches. <u>12</u> <u>3</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each sided	Moulded	Keel to Bilge	Outside.	Inside.
Floors			Bilge Planks	Bilge Planks	2
1 <sup>st</sup> Foothooks			Bilge to Wales	Wales	4
2 <sup>nd</sup> Ditto			Wales	Sheer Strakes	3
3 <sup>rd</sup> Ditto			Top-sides	Plank Sheers	4
Top Timbers			Sheer Strakes	Water-Ways	6
Deck Beams			Plank Sheers	Upper Deck	3
Hold Beams			Water-Ways		
Keel			Upper Deck		
Kelsons					

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft		Heel-Knee, and Dead Wood abaft		Heel-Knee, and Dead Wood abaft	
Scarphs of Keel		Scarphs of Keel		Scarphs of Keel	
Floor Timber Bolts		Floor Timber Bolts		Floor Timber Bolts	
Kelson ditto		Kelson ditto		Kelson ditto	
Transoms and throats of Hooks		Transoms and throats of Hooks		Transoms and throats of Hooks	
Arms of Hooks		Arms of Hooks		Arms of Hooks	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is 1-2 Inches. The Stem, Stern Post, are composed of not been the Transoms, Aprons, Knight Heads, Hawae Timbers, of not been and are \_\_\_\_\_ free from all defects. The Floors and first Foothooks are composed of not been being covered with water Timber. The other Foothooks and Top Timbers of Fir Appleby & Paine. 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 well 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 BB and the False Kelson of BB. The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of Appleby & Paine. **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 \_\_\_\_\_ The Wales and Black-strakes are of \_\_\_\_\_ The Topsides of } Fir Apparently Spruce The Sheer-strakes and Plank-sheers of \_\_\_\_\_ The Water-ways of } The Decks of Yellow Pine State of good The Shifts of the Planking are not less than 1-04 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 irregularly between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of BB the Bilge Planks of BB The Ceiling, Lower Hold, of Flat BB Between Decks of Fir Appleby & Paine Shelf Pieces of Red Pine Clamps of Appleby

**Fastenings.**—To Hold Beams W L K Shelf Deck Beams 2 1/2 inch Shelf Number of Breasthooks 35 1/2 Pointers not seen Crutches none Butts End Bolts are of iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling are bolted through and clenched. General Quality of Workmanship Fair

We certify that the preceding is a correct description of the above-named Vessel.  
 Builder's Name \_\_\_\_\_  
 Surveyor's Name George Bayly

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

7189 Jan

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
1	Fore Sails,	175	Chain .....	1 1/8	2	Bower,
1	Fore Top Sails,	80	Hempen Stream Cable .....	5 1/2	1	Stream,
1	Fore Topmast Stay Sails,	90	Hawser .....	5 1/2	1	Kedge,
2	Main Sails,	90	Towlines .....	5 1/2		
1	Main Top Sails,	90	Warp .....	4 1/2		
	and <u>sufficiently spread in the</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging Decent sufficient in size and good in quality.

She has one Long Boat and Solly Boat

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

Don Penn & Co

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

This survey was made at the urgent request of the charter immediately after she had delivered a cargo of Tares & before the damaged grain was removed from the hold - and with the hulk full of water - Her general appearance is good for a vessel of the build. There is little doubt but that her Sides, Timber & Planks are a mixture of Black Birch & Hackmatack - Another examination would have been made when cleared out - but that the Master stated that he should sail the next tide

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

I am of opinion this Vessel should be Classed A 1

The Amount of the Fee.....£ 2 : - is received by me, at the order of \_\_\_\_\_

Special .....£ : :

Committee's Minute 5th July 184/

Character assigned A 1 per 4 Exam

George Bayley

Lloyd's Register Foundation