

No. 494 Survey held at Bideford Date 28 July 1874  
on the Schooner Mary Elizabeth Master John Walden  
Tonnage 95 Built at Bideford When built 1868  
By whom built Thomas Waters Owners Capt. D.C.  
Port belonging to Bideford Destined Voyage Musport  
If Surveyed Afloat or in Dry Dock Dry

Length aloft	Feet. <u>66</u> Inches. <u>5</u>	Extreme Breadth	Feet. <u>17</u> Inches. <u>9</u>	Depth of Hold	Feet. <u>10</u> Inches. <u>5</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Room and Space	Inches. <u>11</u>	Inches. Middle <u>11</u> Inches. Ends <u>11</u>	<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
Floors	sided <u>11</u>	Moulded <u>11</u>	Keel to Bilge	<u>1 1/2</u>	Limber Strakes	<u>3</u>
1 <sup>st</sup> Foothooks	" <u>9</u>	" <u>9</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>3 1/2</u>
2 <sup>nd</sup> Ditto	" <u>8</u>	" <u>8</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2</u>
3 <sup>rd</sup> Ditto	" <u>6 1/2</u>	" <u>6</u>	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	" <u>6 1/2</u>	" <u>6</u>	Topsides	<u>3</u>	Hold Beam Clamps	<u>3</u>
Deck Beams N <sup>o</sup> <u>15</u> Average Space } <u>4 feet</u>	" <u>8</u>	" <u>8</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>3</u>
Hold Beams N <sup>o</sup> <u>4</u> Average Space }	" <u>8</u>	" <u>8</u>	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	" <u>11</u>	" <u>11</u>	Water-Ways	<u>6</u>	Hold Beam Shelves	<u>1</u>
Kelsons	" <u>13</u>	" <u>13</u>	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto	<u>1</u>
<b>Size of Bolts in Fastenings, distinguishing whether</b>						
<b>Copper or Iron.</b>			<b>Iron.</b>			
Heel-Knee, and Dead Wood abaft	<u>1</u>	<b>Copper or Iron.</b>	Bolts thro' the Bilge and Limber Strakes	<u>3/4</u>	Hold Beam	<u>7/8</u>
Scarp of Keel	N <sup>o</sup> <u>6</u> <u>3/4</u>	Butt End Bolts	<u>3/8</u>	Deck Beam	<u>7/8</u>	
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>2</u>			
Kelson ditto	<u>1</u>					
Transoms and throats of Hooks	<u>1</u>					
Arms of Hooks	<u>7/8</u>					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of all English Oak

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

The rest of the Shifts of the Frame are three feet

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 all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 13 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

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

The Scarphs of the Kelsons are not less than 7 feet inches.

The Deck and Hold Beams are composed of American Oak

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

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

From the Light Water Mark to the Wales of American Oak

The Wales and Black-strakes are of American Oak

The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak

The Water-ways of Red pine

The Decks of Yellow pine

State of Very Good

The Shifts of the Planking are not less than Five 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 three strakes between

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

The Ceiling, Lower Hold, of American Oak & Red pine Between Decks of Red pine

Shelf Pieces of Clamps of American Oak

**Fastenings.**—To Hold Beams two middle beams Iron Pins two beams Wood Pins all

well bolted  
Deck Beams wood holding & blocking Pins all well bolted

Number of Breasthooks seven Pointers

Crutches

Butts End Bolts are of 5/8 Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 3/4 Copper bolted through and clenched.

Treenails of English Oak

General Quality of Workmanship Very Good

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

Builder's Signature Thomas Waters

Surveyor's Signature James Power



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
/	Fore Sails,	150	Chain .....	7/8	2	Bower,	
/	Fore Top Sails,	75	Hempen Stream Cable .....	6	/	Stream,	
/	Fore Topmast Stay Sails,	75	Hawser .....	4	/	Kedge,	
/	Main Sails,	75	Towlines .....	3			
/	Main <sup>gaff</sup> Top Sails,	60	Warp .....	2 1/2			
and all other necessary			All of <u>Good</u> quality.				
<u>Boards</u>							

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

She has One Long Boat and \_\_\_\_\_

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

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

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

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

The Amount of the Fee.....£ 1 : 5 : 0 is received by me, James Bowen  
Special .....£ : :  
*Mar*

Certificate (if required) .....£ : :

Committee's Minute 2<sup>nd</sup> Mar 1848

Character assigned A 1 for S. Ea  
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