

No. 434 Survey held at Dunell

Date June 1st 1859

434

on the Svea Elisabeth

Master W. S. Fentrell

Tonnage 297 ⁶¹/₁₅₀ Built at Mumel

When built April 1839

By whom built Pieper

Owners J. Payne

Port belonging to Mumel

Destined Voyage Mumel

If Surveyed Afloat or in Dry Dock

Afloat

Length aloft.....| 94 ⁷/₁₀ | Extreme Breadth| 24 ⁶/₁₀ | Depth of Hold| 16 ⁶/₁₀

Scantlings of Timber.

Timber and Space	each	Inches	Inches Middle	Inches Ends
Floors	sided	<u>12 1/2</u>	<u>14</u>	<u>-</u>
1 st Foothooks	"	<u>-</u>	<u>-</u>	<u>-</u>
2 nd Ditto	"	<u>-</u>	<u>-</u>	<u>-</u>
3 rd Ditto	"	<u>-</u>	<u>-</u>	<u>-</u>
Top Timbers	"	<u>-</u>	<u>-</u>	<u>-</u>
Deck Beams	"	<u>12</u>	<u>10 7/8</u>	<u>-</u>
Hold Beams	"	<u>12</u>	<u>12</u>	<u>10</u>
Keel	"	<u>-</u>	<u>-</u>	<u>-</u>
Kelsons	"	<u>13 1/2</u>	<u>28</u>	<u>-</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	<u>-</u>	Foot Waling	<u>3</u>
Bilge Planks	<u>-</u>	Bilge Planks	<u>4 1/2</u>
Bilge to Wales	<u>-</u>	Ceiling in Flat	<u>3</u>
Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3</u>
Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>4 1/2</u>
Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>4</u>
Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Water-ways	<u>6</u>	Hold Beam Shelves	<u>5</u>
Upper Deck	<u>3</u>	Deck Beam ditto	<u>-</u>

Size of Bolts in Fastenings.

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

In fastened thro' part

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

Her Floors and first Foothooks are composed of Cent oak Timber.

Her other Foothooks and Top Timbers of Ditto

Her Shifts of the first and second Foothooks are not less than - N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are -

The Frame is well squared from the first Foothook Heads upwards, and app^{ly} free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together.

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 oak and the False Kelson of oak

The Scarphs of the Kelsons are not less than 6 feet - inches.

The Deck and Hold Beams are composed of oak

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

From the first Foothook Heads to the Light Water Mark of oak

From the Light Water Mark to the Wales of oak

The Wales and Black-strakes are of oak

The Topsides of oak

The Sheer-strakes of oak

The Gunwales of oak Water-ways of oak

The Shifts of the Planking are not less than 5 Feet - Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of oak The Planking is wrought oak between the Stringers of oak

The Bilge Planks of oak and the remainder of the Ceiling of oak

Fastenings.—To Hold Beams Double wood Coping knees and Sheep pins

Deck Beams Double wood Coping knees and Six pin hanged knees each side

Number of Breasthooks Five Pointers None Crutches Two

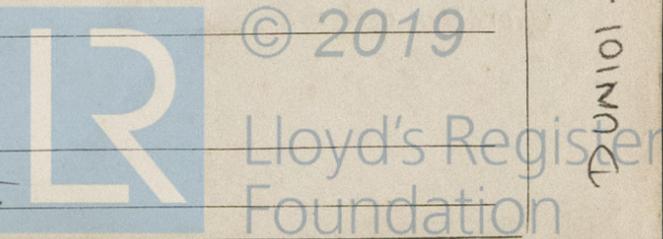
Butt End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron 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 _____
Surveyor's Name D. W. Fentrell



DUN101-0013

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	200	Chain	1 1/4	3 Bower, <i>S</i>
1	Fore Top Sails,	120	Hempen Stream Cable.....	8 1/4	1 Stream,
2	Fore Topmast Stay Sails,	120	Hawser	6	2 Kedge, <i>S</i>
1	Main Sails,	150	Towlines	4 1/2	All of proper weight.
2	Main Top Sails,	-	Warp	-	
and <i>Well spanned with best</i>		All of <u>Best</u> quality.			

Her Standing and Running Rigging is all sufficient in size and of Best in quality.

She has one Long Boat and one Jolly Boat

The present state of the Windlass is Well spanned Capstan Good and Rudder Well hung

General Remarks—Statement and Date of Repairs.

*Boys well built & well fastened of Lay-
Scantling & good Material & well fitted with the
Best Stores and well adapted for the service
Commander of Cox & Pussell's Cargo*

If Sheathed, Doubled, or Felted, Lynch Batten
and Date when last done _____

And Sam of opinion this Vessel should be Classed 7 A I

The Amount of the Fee.....£ 3 : 5 : is received by me, David Lynton

Committee Minute 18 June 1839

Character assigned A 1 for 7 years
C. H.

