

No. 2795 Survey held at Arbroath Date 16th October 1860
on the Barque St Elizabeth Master W B Bidell
Tonnage Old 285 48 Built at Arbroath When built 1860 Launched 2/10/60
by whom built Arbroath Ship B Co Owners H Stewart
Port belonging to London Destined Voyage Building
Surveyed while Building, Afloat, or in Dry Dock Building

Length aloft		Feet.	Inches.	Extreme Breadth Outside				Feet.	Inches.	Depth of Hold		Feet.	Inches.
		113.1		23.25						12.8			
Scantlings of Timber.				Outside.				Thickness of Plank.				Inside.	
TIMBER AND SPACE				Garboard Strakes				Limber Strakes					
Floors				Garboard to Bilge				Bilge Planks					
1 st Foothooks				Bilge Planks				Ceiling in Flat					
2 nd Ditto				Bilge to Wales				Ditto Bilge to Clamp					
3 rd Ditto				Wales				Hold Beam Clamps					
Top Timbers				Topsides				Deck Beam Ditto					
Deck { N ^o 20 Average				Sheer Strakes				Ceiling 'twixt Decks					
Beams { 7' 10" 8" 8 1/2				Plank Sheers				Hold Beam Shelves					
Deck Beams, length amidships				Water - Upper Deck				Deck Beam Ditto					
Hold { N ^o 10 Average				Ways { Lower Deck									
Beams { 3 Cabin sole				Ditto, faying surface									
Hold Beams, length amidships				Upper Deck									
Keel													
Scarphs of Ditto													
Keelsons													
Scarphs of Ditto													

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.													
Heel-Knee, and Deadwood abaft				Transoms and throats of Hooks				Hold Beam Bolts in					
Scarp of Keel				Arms of Hooks				Knees					
Keelson Bolts through Keel at				Bolts thro' Bilge & Limber Strakes,				Shelf or Clamp					
each Floor				or Thickstuff over Double Floors				Waterway					
Bolts through Heels of Timbers				Butt End Bolts				Deck Beam Bolts in					
against Deadwood				Pintles of the Rudder				Knees					
								Shelf or Clamp					
								Nails or Bolts in Flat of Deck					
								Treenails					

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 to 2 1/4 Inches. The Space between the Top-Timbers is 2 1/2 to 3 1/2 Inches.
The Floors consist of German Oak The First Foothooks of German & But Oak
The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak
The Shifts of the First and Second Foothooks are not less than 1 1/2 to 2 1/4 inches. 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 well free from sap, and from thence downwards, the frame is well squared
The alternate Frames are each bolted together to the Gunwale. ship all built in frame N. B. If not, state how bolted.
The Butts of the Timbers are close together; their thickness not less than 1 1/2 up of the entire moulding at that place.
The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is But Oak
The Main Keelson is Greenheart and free from all defects. The Main piece of Windlass is But Oak
The Stem, and Stern Post, consist of British Oak The Transoms, Aprons, Knight Heads, and
Hawse Timbers of British Oak Deadwood, of British Oak and are free from all defects.
Deck and Hold Beams consist of But Oak & Teak The Breasthooks of But Oak & Iron The Knees of Iron & But Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American Elm & German Oak
the above named Height to the Light Water Mark German Oak
the Light Water Mark to the Wales Teak
Wales and Black-strakes are Teak The Topsides Teak
Sheer-strakes and Plank-sheers Teak The Water-ways { Upper Deck Teak
Lower Deck Teak
Decks Yellow Pine State of Good

Shifts of the Planking are not less than 5 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 between, and without step-butt.
Planking Inside.—The Limber-strakes and Bilge-strakes are German Oak
Ceiling, Lower Hold, and between Decks German Oak & Pitch Pine Shelf Pieces and Clamps German Oak
Fastenings.—To Hold Beams Spur Leds Iron knees to each Beam end & Spur Hairs Iron knee Riders

Beams Staple Leds Iron knees 1 space for 2 same off each side double Leds But Oak knees & 8/16" Hairs Iron
Risers Spur Leds Iron knees to each Beam end & Spur Hairs Iron knee Riders
Number of Breasthooks 4 for under deck & 3 off Pointers — Crutches one Iron
End Bolts are of Velvet Met in the Bottom, and one Bolt in each Butt End through and clenched. one short
Limber Strakes Velvet Met bolted through and clenched. Treenails of But Oak How Made planed
Plank over Double Floors — bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given
Builder's Signature Arbroath Shipbuilding Co Surveyor's Signature Thomas Alexander
James Drummond October - 0249

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	inches.	N ^o .	Weight.
2	Fore Sails,	Chain	200	1 1/4	Bower,	3	14.0.0
1	Fore Top Sails,	Iron ^{Stream} Cable	60	7/8			12.3.0
2	Fore Topmast Stay Sails,	Hawser	80	8	Stream,	1	4-3-24
1	Main Sails,	Towlines	80	6			
2	Main Top Sails,	Warp	80	4 1/2	Kedge,	2	2.2.0
and other sails, reg ^d		All of <u>Good</u> quality.					1.2.0

Her Standing and Running Rigging are Wire & Hemp sufficient in size and Good in quality.

She has One 22 ft Long Boat and two other boats

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Metal = Good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed	<u>8th August</u>
2nd. When the Beams are put in, &c.	<u>24th 8^o</u>
3rd. { When completed, and before the plank be painted or payed }	<u>24 Sept^r 8^o</u>

This vessel is built with a raised quarter deck about 25 feet in length & Height of Main sail break overlapping main deck space of one beam Is square sterned formed without Transoms the stern & Counter timbers felling in against after cent frame secured by the overrun plank outside with Ceiling also Hooks externally

Is built of 9 years materials & essentially fastened with mixed Metal & Copper to the entire exclusion of Iron bolts & nails in all external fastenings agreeable to rule section 46

The American elm in bottom plank having been inadvertently carried up higher than the rules admitted for the class but now under the light water line has in reference to the Committee been sanctioned under Minute of 14th Sept^r subject to the Consent of Owner

Specially surveyed while building under approval of order No 72

Present condition of Caulking of Bottom, Efficient Deck, Efficient and Waterways Efficient

If Sheathed, Doubled, Felted, or Coppered Yel^d Metal on felt When last done now

I am of opinion this Vessel should be Classed 10 A1

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ 11 : 8 : 0 22/10/60

Certificate£ 11 : 8 : 0

Committee's Minute 23rd October 1860

Character assigned 1 for 9 Years

General Committee Min^u 15th November 1860

Raised to 1 for 10 Years

Vertical stamp: Certificate

Signature: Thomas Alexander

Signature: Deferno



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