

No. 1241 Survey held at Ipswich Date 29 April to 17 August 1864
on the Schooner, Eliza Reed, Master Rees Lewis
Tonnage Old 196 Tons Built at Ipswich When built 1864 Launched August 1864
By whom built William Reed Owners John Reed
Port belonging to Cork Destined Voyage Ipswich
Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
	Sided.	Moulded.	Sided.	Moulded.	Sided.	Moulded.	Sided.	Moulded.	Sided.	Moulded.	Sided.	Moulded.	Sided.	Moulded.	Sided.	Moulded.
27					21		5		10		11					
Thickness of Plank.																
Scantlings of Timber.					Outside.					Inside.						
TIMBER AND SPACE					Garboard Strakes					Limber Strakes						
Floors					Garboard to Bilge					Bilge Planks						
Planks					Bilge to Wales					Ceiling in Flat						
Stops					Wales					Ditto Bilge to Clamp						
Stops					Topsides					Hold Beam Clamps						
To 19 Average Space					Sheer Strakes					Deck Beam Ditto						
Stops, length amidships					Plank Sheers					Ceiling 'twixt Decks						
No 2 Average Space					Water - Upper Deck					Hold Beam Shelves						
Stops, length amidships					Ways - Lower Deck					Deck Beam Ditto						
Stops of Ditto					Ditto, faying surface against Timbers											
Stops of Ditto					Upper Deck											

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule			Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule	
Knee, & Deadwood abaft							Hold Beam						
Phs of Keel, No. 54	3/4		3/4		13/16		Bolts in			3/4		3/4	
son Bolts through Keel					3/4		Shelf or Clamp						
each Floor		7/8	13/16		7/8		Deck Beam						
is thro' Heels of Timbers							Bolts in			1/16		1/16	
gainst Deadwood		1/16	1/16		7/8		Nails or Bolts in Flat of Deck			Sawn iron			
					2 1/2		Treenails			1 1/2		1	

Planking. — The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 4 Inches.
Floors consist of English Oak The First Foothooks of English Oak
Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
Shifts of the First and Second Foothooks are not less than 1/6 N.B. When less than prescribed by the Rule, state how many.
rest of the Shifts of the Frame are 1/6 of Main Breadth
Frame is fairly squared from the First Foothook Heads upwards, and is fairly free from sap, and from thence downwards, the frame is fairly square
alternate Frames are close bolted together to the Gunwale. N.B. If not, state how bolted.
Butts of the Timbers are fairly close together; their thickness not less than 1/32 of the entire moulding at that place.
Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is French Oak of Windlass is English Oak
The Keel is Eng Elm & Am Oak The Main Keelson is Dantzic & English Oak and well free from all defects.
The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of Elm & Oak as per Rule and are well free from all defects.
The Deck and Hold Beams of English Oak The Breasthooks of Iron The Knees of Iron & Eng Oak

Planking Outside. — From the Keel to the Height defined in Table A the Plank is Red Pine, Rock Elm & Amer Oak
From the above named Height to the Light Water Mark 6 Dantzic & American Oak
From the Light Water Mark to the Wales 6 Dantzic Oak
The Wales and Black-strakes are English Oak The Topsides & Sheer-strakes English Oak
The Spunking and Plank-sheers English Oak The Water-ways { Upper Deck Red Pine Lower Deck
The Decks Yellow Pine State of New
The 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-buttling

Planking Inside. — The Limber-strakes and Bilge-strakes are 6 Dantzic & American Oak
The Ceiling, Lower Hold, and between Decks Dantzic & A Oak & Red Pine Shelf Pieces and Clamps Dantzic Amer & Eng Oak
Fastenings. — To Hold Beams Spunkitting. Clamps three bolted. Iron pairs iron hanging knees and double banded with iron lodging knees.

Deck Beams Waterway Shelf. Fifteen Pairs iron hanging knees and wood lodging knees in Main Rooms and at the Ends of the vessel
Number of Breasthooks 4 Iron Pointers iron strap across Crutches 2 Iron
Butt End Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End one of which is through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Planed Circular
Thick stuff over Double Floors bolted through and clenched. General Quality of Workmanship Strong
We certify that the above is a correct description of the several particulars therein given
Builder's Signature William Reed Surveyor's Signature

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.			
N ^o .			<i>per list dated 2nd July</i> <i>rated to 12 fathoms</i>	<i>fathoms.</i> <i>150</i>	<i>inches.</i> <i>7/8</i>	<i>per Comptroller's order 23rd June</i> <i>rated to 5 tons</i>	N ^o .	Weight.
1	Fore Sails,	Chain				Bower,	<i>8 tons 5 cwt</i> <i>2</i>	<i>6.2.19</i> <i>6.1.12</i>
1	Fore Top Sails,	Hempen Stream Cable		<i>75.</i>	<i>6 1/2</i>			
2	Fore Topmast Stay Sails,	Hawser	<i>Chain</i>	<i>60</i>	<i>5 1/2</i>	Stream,	<i>1</i>	<i>4.2.14</i>
1	Main Sails,	Towlines	<i>Hemp</i>	<i>75.</i>	<i>4 1/2</i>			
-	Main Top Sails,	Warp	<i>Hemp</i>	<i>75</i>	<i>3 1/2</i>	Kedge,	<i>2</i>	<i>2.0.15</i> <i>1.0.0</i>
and	<i>a complete Set</i>		All of <i>new</i> <i>Good</i> quality.					

Her Standing and Running Rigging is Hemp & Wire Stay sufficient in size and Silverpool make in quality.

She has One Long-Boat and

The present state of the Windlass is Purchase ^{new} Capstan Purchase Rudder New Pumps two new New

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 May</u>	<u>1864</u>
2nd. When the Beams are put in, &c.	<u>13th June</u>	
3rd. { When completed, and before the plank be painted or payed }	<u>30th July</u>	

This Vessel was surveyed while building by myself - To compensate for the omission of plates outside the frame as per Rules. Sections 39 & 62 Two Wood Beams have been introduced with Spunkelling and Clamp - and thicker plank wrought at the Floor heads inside and outside. Bottom planking has been cut to examine the Caulking which is satisfactory. The Vessel is well found in Stores. Strongly built and is eligible to be Classed in the First Description of the First Class Eight Years from 1864

W. Sayer

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

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 8 Years A from 1864

The Amount of the Fee.....£ 2 :- :- is received by me, W. Sayer

Special£ 6 : 7 :-

Certificate£ : 2 : 6

Committee's Minute 19th August 1864

Character assigned A - for 8 Years

To have fig 1



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