

No. 3995 Survey held at Liverpool Date 13th March 1841
 on the Brigantine Eliza Master Hills
 Tonnage 207 Built at Prince Edward Island When built 6 Nov 1840
 By whom built William White Owners Hobnwood & Co
 Port belonging to Newfoundland Destined Voyage Newfoundland
 If Surveyed Afloat or in Dry Dock

Length aloft	Feet. <u>83</u> Inches. <u>70</u>	Extreme Breadth	Feet. <u>20</u> Inches. <u>7 1/2</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>6 1/2</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space..... each	Inches. <u>22</u>	Inches. Middle <u>13 1/2</u> Inches. Ends <u>13 1/2</u>	Outside.	Inches.	Inside.	Inches.
Floors..... sided	<u>10</u>	Moulded	Keel to Bilge	<u>2 1/2</u>	Foot Waling	<u>2 1/2</u>
1 st Foothooks.....	<u>9 1/2</u>	"	Bilge Planks	<u>3 1/2</u>	Bilge Planks	<u>3 1/2</u>
2 nd Ditto.....	"	"	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto.....	"	"	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	<u>9</u>	"	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>7 x 10</u>
Deck BeamsN°. of <u>17</u>	<u>10 1/2</u>	"	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto.....	<u>12 x 4</u>
Hold BeamsN°. of <u>8</u>	<u>11</u>	"	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	<u>10 1/2</u>	"	Water-Ways	<u>2</u>	Hold Beam Shelves	—
Kelsons	<u>12 1/2</u>	"	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto.....	—

Copper.		Size of Bolts in Fastenings.		Iron:	
Heel-Knee, and Dead Wood abaft	Inches.	Copper.	Inches.	Hold Beam	Inches.
Scarp of Keel.....N°.		Bolts thro' the Bilge and Foot Waling		Deck Beam	
Floor Timber Bolts		Butt End Bolts		same in Iron above the Copper.....	
Kelson ditto		Lower Pintle of the Rudder			
Transoms and throats 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 2 Inches. The Stem, Stern Post, are composed of Haematack the Transoms, Aprons, Knight Heads, Hawse Timbers, of Haematack + Spruce and are aff free from all defects. The Floors and first Foothooks are composed of Birch + Buck Timber. The other Foothooks and Top Timbers of Haematack. 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 _____ 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 Spruce and the False Kelson of Birch. The Scarphs of the Kelsons are not less than _____ feet _____ inches. The Deck and Hold Beams are composed of Spruce.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Birch + Buck. From the first Foothook Heads to the Light Water Mark of Birch + Buck. From the Light Water Mark to the Wales of Birch. The Wales and Black-strakes are of Spruce. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of Spruce. The Water-ways of Spruce. The Decks of Spruce. State of good. The Shifts of the Planking are not less than _____ 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 two + three between

Planking Inside.—The Limber-strakes are composed of Birch the Bilge Planks of Birch + Buck. The Ceiling, Lower Hold, of Spruce + Birch Between Decks of _____ Shelf Pieces of _____ Clamps of Spruce.

Fastenings.—To Hold Beams wood Double Lodging Nails + thick Clamps. Deck Beams wood Double Lodging Nails + 6 Pair of Iron Hammer Nails. Number of Breasthooks 4 + 1 Pair Pointers Pointers 1 Pair aft Crutches Large Deadwood Nails. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling one bolted through and clenched. General Quality of Workmanship is very good.

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

Builder's Name _____

Surveyor's Name Will^m T. P. H.

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
1	Fore Sail,	170	Chain	1	2	Bower,	
2	Fore Top Sails,	40	Hemp ^{Chain} Stream Cable	3/4	1	Stream,	
2	Fore Topmast Stay Sails,	100	Hawser	5	1	Kedge,	
2	Main Sails,	—	Towlines				
	Main Top Sails,	80	Warp	4 1/2			
and			All of <u>good</u> quality.				

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

She has one Long Boat and one jolly Boat

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

General Remarks—Statement and Date of Repairs.

This Vessel is built in a workmanlike manner and has ~~had~~ in addition to what is stated on the other side a very thick Clamp fore and aft between the hold beam clamp and the Bidge; she has been into the proving Dock caulked and Butt bolted; and had six pair of Iron knees put to her upper Deck beams. She is now in a very efficient state and fit to proceed to any part of the world
Will^m She

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

I am of opinion this Vessel should be Classed 4 A 1

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

Special£ 1 : 1 :

Committee's Minute 16th March 1841

Character assigned A 1 for 4 years



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Lloyd's Register
Foundation

Copy "Vessel" No 39 93