

No. 2252 Survey held at London Date 2 March 18 36 2252  
on the Mark Eliza Ann Master Kenny  
Tonnage 225 Built at Guernsey When built 1824  
By whom built — Owners Godwin & Co  
Port belonging to London Destined Voyage Batavia  
If Surveyed Afloat or in Dry Dock Dry dock

Length aloft.....		Feet. Inches.		Extreme Breadth .....		Feet. Inches.		Depth of Hold .....		Feet. Inches.	
<b>Scantlings of Timber.</b>											
Timber and Space.....	each	24									
Floors.....	sided	1 1/2		Moulded							
1 <sup>st</sup> Foothooks.....	"	10		"							
2 <sup>nd</sup> Ditto.....	"			"							
3 <sup>rd</sup> Ditto.....	"	9 1/2		6							
Top Timbers .....		7 1/8		5 1/2							
Deck Beams .....	Number of	1 1/2		7							
Hold Beams .....	Do. Do.	1 1/2		1 1/2							
Keel .....		13 1/2		13							
Kelsons .....											
<b>Thickness of Plank.</b>											
<b>Outside.</b>						<b>Inside.</b>					
Keel to Bilge .....						Foot Waling.....					
Bilge Planks .....						Bilge Planks.....					
Bilge to Wales .....						Ceiling in Flat .....					
Wales .....						Ditto Bilge to Clamp .....					
Topsides .....						Hold Beam Clamps .....					
Sheer Strakes .....						Deck Beam Ditto.....					
Plank Sheers.....						Ceiling 'twixt Decks .....					
Water-ways .....						Hold Beam Shelves .....					
Upper Deck .....						Deck Beam ditto .....					
<b>Size of Bolts in Fastenings.</b>											
<b>Copper.</b>				<b>Copper.</b>				<b>Iron.</b>			
Heel-Knee, and Dead Wood abaft .....				Bolts thro' the Bilge and Foot Waling.....				Hold Beam.....			
Scarp of Keel.....				Butt End Bolts .....				Deck Beam .....			
Floor Timber Bolts.....				Lower Pintle of the Rudder .....				same in Iron above the Copper .....			
Kelson ditto.....											
Transoms and throats of Hooks .....											
Arms of Hooks .....											

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 3/4 Inches. The Space between the Top-timbers is 6 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Guernsey Oak and are free from all defects, when seen in every sound condition. Her Floors and first Foothooks are composed of Guernsey Oak Timber. Her other Foothooks and Top Timbers of Do Do. 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 — free from sap, and from thence downwards, the frame is —. The alternate Frames are — 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 Guernsey Oak and the False Kelson of —. The Scarphs of the Kelsons are not less than 6 feet — inches. The Deck and Hold Beams are composed of Guernsey Oak.

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Oak. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of Do. The Wales and Black-strakes are of Do. The Topsides of Do. The Sheer-strakes of Do. The Gunwales of English Oak. Water-ways of the same. 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 English Oak. The Planking is wrought 3 between. The Stringers of —. The Bilge Planks of English Oak and the remainder of the Ceiling of the same.

**Fastenings.**—To Hold Beams 2 wood lagging Nails. Deck Beams 2 wood lagging Nails Some how lagging Nails. Number of Breasthooks 5. Pointers None. Crutches None. Butts End Bolts are of Copper in the Bottom, and — Bolt in each Butt End through and clenched. Bilge and Footwaling Copper 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



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Lloyd's Register  
Foundation



2252 ton

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/2	3	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable .....	8	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser .....	6		Kedge,
2	Main Sails,	110	Towlines .....	4	1	All of proper weight.
2	Main Top Sails,		Warp .....			
and			All of <u>good</u> quality.			

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and good in quality.

She has one Long Boat and one Stiff

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

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

The frame is unmarkably sound in every visible part, well squared and of good quality, has now been stripped and sheathing outside is in very good condition, the plating is also in good condition, the fastenings are firm, has now a crutch put in aft at my suggestion, Coulted from the keel to the poles waterways decks &c the keel throughout is in a sound efficient state

If Sheathed, Doubled, or Felted, Copper at the present time over Board and felt  
and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, at the Office — Wm. May

Committee Minute 4 March 1836

Character assigned A1 1

M. L. W. L.

Mrs Godwin Lee



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