

No.                      Survey held at London Date August July 28 1842 8985  
on the Letter Elizabeth Master Jacks  
Tonnage 45 Built at Hampton When built                       
By whom built                      Owners J. Slingsby  
Port belonging to London Destined Voyage to sea  
If Surveyed Afloat or in Dry Dock afloat

Length aloft	Feet. inches.	Extreme Breadth	Feet. inches.	Depth of Hold	Feet. inches.
<b>Scantlings of Timber.</b>					
Timber and Space	each	inches.	inches (inches Middle)	<b>Thickness of Plank.</b>	
Floors	sided	Moulded		<b>Outside.</b>	<b>Inside.</b>
1 <sup>st</sup> Foothooks	<u>same as below</u>			Keel to Bilge	Foot Waling
2 <sup>nd</sup> Ditto				Bilge Planks	Bilge Planks
3 <sup>rd</sup> Ditto				Bilge to Wales	Ceiling in Flat
Top Timbers				Wales	Ditto Bilge to Clamp
Deck Beams ... N <sup>o</sup> . of <u>12</u>				Topsides	Hold Beam Clamps
Hold Beams ... N <sup>o</sup> . of <u>                    </u>				Sheer Strakes	Deck Beam Ditto
Keel				Plank Sheers	Ceiling 'twixt Decks
Kelsons				Water-Ways	Hold Beam Shells
				Upper Deck	Deck Beam Ditto

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	inches.	<b>Copper.</b>	inches.		inches.
Scarphs of Keel ... N <sup>o</sup> .		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Floor Timber Bolts		Butt End Bolts		Deck Beam	
Kelson ditto		Lower Pintle of the Rudder			
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 6 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Apron, Knight Heads, Hawse Timbers, of English Oak and are                      free from all defects, when sawn. The Floors and first Foothooks are composed of Stair & 1<sup>st</sup> English Oak Timber. The other Foothooks and Top Timbers of English Oak. 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 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. 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 English Oak and the False Kelson of                     . The Scarphs of the Kelsons are not less than 3 foot inches. The Deck and ~~Hold~~ Beams are composed of English Oak one new one American Pine.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of                     . From the first Foothook Heads to the Light Water Mark of                     . The Wales and Black-strakes are of English Oak. The Topsides of the same. The Sheer-strakes and Plank-sheers of do do. The Water-ways of English Oak. The Decks of Sautter. State of                     . 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 Cloncher between                     .

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak. The Ceiling, Lower Hgld, of English Oak Between Decks of Pine. Shelf Pieces of English Oak Clamps of English Oak.

**Fastenings.**—To Hold Beams Sheet & for knees. Number of Breasthooks 3 Pointers                      Crutches                     . Butts End Bolts are of Cloncher in the Bottom, and                      Bolt in each Butt End through and clenched. Bilge and Footwaling Cloncher 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

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

8985 Don

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
	Fore Sails,	110	Chain .....	3/4	2
	Fore Top Sails,	80	Hempen Stream Cable .....	3/4	1
	Fore Topmast Stay Sails,	80	Hawser .....	2 1/2	1
	Main Sails,		Towlines .....		
	Main Top Sails,		Warp .....		
and			All of <u>good</u> quality.		

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

She has two Long Boat and \_\_\_\_\_

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

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

Is clunker built originally a well built vessel and now in good condition having been docked overboard planked from the upper up. Masts Rigging &c also refitted.

Is in my opinion fit for the honour and any and possible cargo.

If Sheathed, Doubled, Felted, or Coppered Coppered When last done approximately about 3/4

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

The Amount of the Fee.....£ : 10 : is received by me, Montgomery

Special .....£ : :

Committee's Minute 9th August 1842

Character assigned A-1

J. Sturges

