

No. 3445 Survey held at Howden Date 21 September 1847  
on the Schooner "Elizabeth" Master \_\_\_\_\_  
Tonnage 119<sup>388</sup><sub>3500</sub> Built at Howden When built 1847  
By whom built M<sup>r</sup> Brown Owners 29  
Port belonging to Newcastle Destined Voyage Coasting  
If Surveyed Afloat or in Dry Dock While building

|  |                             |                                       |                           |                     |                            |         |
|--|-----------------------------|---------------------------------------|---------------------------|---------------------|----------------------------|---------|
| Length aloft .....   | Feet. 72<br>Inches. 4 1/2   | Extreme Breadth .....                 | Feet. 19<br>Inches. 9 1/2 | Depth of Hold ..... | Feet. 10<br>Inches. 9 1/2  |         |
| <b>Scantlings of Timber.</b>                               |                             | <b>Thickness of Plank.</b>            |                           |                     |                            |         |
| Timber and Space.....                                      | each 21                     | Inches. Middle Ends                   | <b>Outside.</b>           | Inches.             | <b>Inside.</b>             | Inches. |
| Floors.....  | sided 9                     | Moulded 9                             | Keel to Bilge .....       | 2 1/2               | Foot Waling .....          | 3       |
| 1 <sup>st</sup> Foothooks .....                            | " 8                         | " 8                                   | Bilge Planks .....        | 3                   | Bilge Planks .....         | 3       |
| 2 <sup>nd</sup> Ditto .....                                | " 7                         | " 7                                   | Bilge to Wales .....      | 3                   | Ceiling in Flat .....      | 2 1/4   |
| 3 <sup>rd</sup> Ditto .....                                | " 7                         | " 6 1/2                               | Wales .....               | 4 1/2               | Ditto Bilge to Clamp ..... | 2 1/4   |
| Top Timbers .....  | " 6 1/2                     | " 6 1/4                               | Topsides .....            | 2 1/2               | Hold Beam Clamps .....     | 4 1/4   |
| Deck Beams N <sup>o</sup> 15                               | Average Space } .....       | " 7 1/2                               | Sheer Strakes .....       | 2 1/2               | Deck Beam Ditto.....       | 3       |
| Hold Beams N <sup>o</sup> 5                                | Average Space } .....       | " 9                                   | Plank Sheers.....         | 2 1/2               | Ceiling 'twixt Decks ..... | 3 1/2   |
| Keel .....   | " 9                         | " 12                                  | Water-Ways .....          | 5                   | Hold Beam Shelves .....    | —       |
| Kelsons .....  | " 12                        | " 12 1/2                              | Upper Deck .....          | 2 1/2               | Deck Beam Ditto.....       | —       |
| <b>Size of Bolts in Fastenings, distinguishing whether</b> |                             |                                       |                           |                     |                            |         |
| <b>Copper or Iron.</b>                                     |                             | <b>Copper or Iron.</b>                |                           | <b>Iron.</b>        |                            |         |
| Heel-Knee, and Dead Wood abaft                             | Iron 1                      | Bolts thro' the Bilge and Foot Waling | Copper 3/4                | Hold Beam .....     | 3/4                        |         |
| Scarphs of Keel.....                                       | Copper N <sup>o</sup> 8 5/8 | Butt End Bolts .....                  | Copper 5/8                | Deck Beam .....     | 3/4                        |         |
| Floor Timber Bolts .....                                   | Iron 7/8                    | Lower Pintle of the Rudder .....      | 3 1/4                     |                     |                            |         |
| Kelson ditto .....   | Iron 7/8                    |                                       |                           |                     |                            |         |
| Transoms and throats of Hooks .....                        | Iron 7/8                    |                                       |                           |                     |                            |         |
| Arms of Hooks .....  | Iron 7/8 3/4                |                                       |                           |                     |                            |         |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of Foreign White Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 3 ft 6 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

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 bolted together.

N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is chocked with A Butt at each end of the chock.

The Main Kelson is composed of Foreign White Oak and the False Kelson of None

The Scarphs of the Kelsons are not less than None feet inches.

The Deck and Hold Beams are composed of Foreign White Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of elm

From the first Foothook Heads to the Light Water Mark of Red Pine

From the Light Water Mark to the Wales of Red Pine

The Wales and Black-strakes are of Foreign White Oak The Topsides of Foreign White Oak

The Sheer-strakes and Plank-sheers of Foreign White Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of good

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 Strakes between

**Planking Inside.**—The Limber-strakes are composed of Foreign White Oak the Bilge Planks of F. W. Oak

The Ceiling, Lower Hold, of White Oak & Red Pine Between Decks of Red Pine

Shelf Pieces of None Clamps of Foreign White Oak

**Fastenings.**—To Hold Beams Horizontal Iron Staple Knees two to each end

Deck Beams Horizontal Wood & Iron Staple Knees two to each end

Number of Breasthooks Three Pointers None Crutches One

Butts End Bolts are of Copper in the Bottom, and A Bolt in each Butt End through and clenched.

Bilge and Footwaling Q. M. & R. C. 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 Signature \_\_\_\_\_ Surveyor's Signature Rob<sup>t</sup> Fowler



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

| She has SAILS.                      |                          |          | CABLES, &c.                  |         | ANCHORS, and their weights. |                 |                             |
|-------------------------------------|--------------------------|----------|------------------------------|---------|-----------------------------|-----------------|-----------------------------|
| N <sup>o</sup> .                    |                          | Fathoms. |                              | Inches. | N <sup>o</sup> .            | Lwt - qrs - lbs |                             |
| <i>A complete<br/>suit of sails</i> | Fore Sails,              | 120      | Chain .....                  | 7/8     | 2                           | Bower,          | 5 " 3 " 4                   |
|                                     | Fore Top Sails,          | 50       | Hempen Stream Cable .....    | 6       |                             | Stream,         | 5 " 2 " 19                  |
|                                     | Fore Topmast Stay Sails, | 60       | Hawser .. <i>chain</i> ..... | 3/16    | 2                           | Kedge,          | 1 " 2 " -                   |
|                                     | Main Sails,              | 60       | Towlines .....               | 4       |                             |                 | 1 " 1 " 4                   |
|                                     | Main Top Sails,          | 60       | Warp .....                   | 3       |                             |                 |                             |
| and                                 |                          |          | All of <u>good</u> quality.  |         |                             |                 | <i>sufficient in weight</i> |

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

She has A Long Boat and

The present state of the Windlass is New Capstan and Rudder Good

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

*This Vessel was surveyed by Mr Breuze on the 20<sup>th</sup> July 1847  
at which time the Sheenails were found to be badly  
formed, also several of the frame timbers defective & happy  
All of which timbers & Sheenails were taken out and  
renewed with good material — Robt Fowles*

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done

I am of opinion this Vessel should be Classed S. A. 1

The Amount of the Fee.....£ 2 : - : - is received by me, Robt Fowles

Special .....£ 5 : 19 : -

Certificate (if required) .....£ - : 5 : -

Committee's Minute 29<sup>th</sup> Oct 1847

Character assigned A

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