

No. 3445 Survey held at Howden Date 21 September 1847
 on the Schooner "Elizabeth" Master _____
 Tonnage 119³⁸⁸/₃₅₀₀ Built at Howden When built 1847
 By whom built M^r Brown Owners 29
 Port belonging to Newcastle Destined Voyage Coasting
 If Surveyed Afloat or in Dry Dock While building

Length aloft	Feet. Inches.	72	4/10	Extreme Breadth	Feet. Inches.	19	9/10	Depth of Hold	Feet. Inches.	10	9/10
Scantlings of Timber.				Thickness of Plank.							
Timber and Space	each	21		Moulded	9			Outside.	Inches.	Inside.	Inches.
Floors	sided	9						Keel to Bilge	2 1/2	Foot Waling	3
1st Foothooks	"	8		"	8			Bilge Planks	3	Bilge Planks	3
2nd Ditto	"	7		"	7			Bilge to Wales	3	Ceiling in Flat	2 1/4
3rd Ditto	"	7		"	7			Wales	4 1/4	Ditto Bilge to Clamp	2 1/4
Top Timbers	"	6 1/2		"	6 1/2	4 1/2		Topsides	2 1/2	Hold Beam Clamps	4 1/2
Deck Beams N ^o 15	Average Space	7 1/4		"	7 1/4	6		Sheer Strakes	2 1/2	Deck Beam Ditto	3
Hold Beams N ^o 5	Average Space	9		"	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	-

Copper or Iron.				Size of Bolts in Fastenings, distinguishing whether				Iron.			
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 ^o 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								

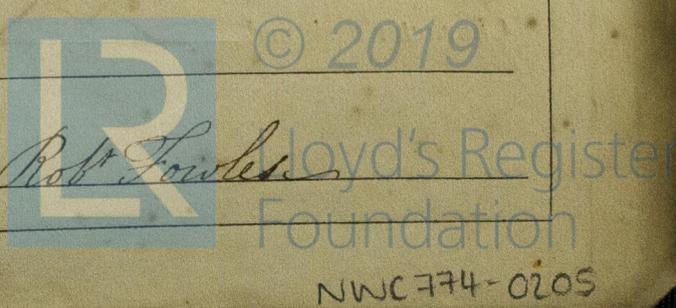
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and 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 1/2 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 W. 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^t 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 ^o .	Fathoms.		Inches.	N ^o .	wt - qrs - lbs
	120	Chain	7/8	2	Bower, 5 " 3 " 4
<i>A complete</i>	50	Hempen Stream Cable	6		Stream, 5 " 2 " 19
<i>Suit of sails</i>	60	Hawser .. <i>chain</i>	3/16	2	Kedge 1 " 2 " -
	60	Towlines	4		1 " 1 " 4
	60	Warp	3		<i>sufficient in weight</i>
and		All of <u>good</u> quality.			

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 July 1847 at which time the Sheenails were found to be badly formed, also several of the frame timbers defective & wavy. All of which timbers & Sheenails were taken out and renewed with good material — Robt Lowles

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

I am of opinion this Vessel should be Classed Seal

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

Special£ 5 : 19 : -

Certificate (if required)£ - : 5 : -

Committee's Minute 29th Oct 1847

Character assigned A *for S. E. L.*

