

No. 2167 Survey held at Fowey Date 24 August Recd 14/9/86 1866
on the Eliza Annie Master G. Blouey
Tonnage under tonnage deck 148 Built at Fowey When built 1866 Launched July
Ditto of poop ✓ or spar deck ✓ By whom built Butson Bros Owners W W Dingle
Port belonging to Fowey Destined Voyage Coasting
Surveyed while Building, Afloat, or in Dry Dock Surveyed while building

| | | | | | | | | | | |
|--|-----------|-----------|--------------------------|----------|------------|--|----------|-----------|---|---------|
| Length as per section 39 .. | Feet. 104 | Inches. 4 | Extreme Breadth Outside | Feet. 24 | Inches. 10 | Depth of Hold | Feet. 12 | Inches. 4 | Number of Decks | on |
| Length of Keel | 98 | 6 | IN SHIP. Moulded. Sided. | 24 | 10 | (Depth from limber-strakes to under side of lower deck beam) | | | | |
| Scantlings of Timber. | | | | | | | | | | |
| TIMBER AND SPACE | 20 | - | Middle. Ends. | 20 | - | Outside Plank. | | | | |
| Floors | 9 1/2 | 10 | 8 | 8 | | Garboard Strakes .. | 3 3/4 | 2 1/2 | Dimensions of Ship per Register, | |
| 1st Foothooks | 8 1/2 | - | 4 | 4 | | Garboard to Bilge .. | " | " | length | 104 1/2 |
| 2nd Ditto | 7 3/4 | - | 6 1/2 | 6 1/2 | | Bilge Planks | 4 | " | breadth | 24 9/10 |
| 3rd Ditto | 6 1/2 | - | 8 | 8 | | Bilge to Wales | 2 3/4 | " | depth | 12 3/10 |
| Top Timbers | 16 1/2 | - | 4 3/4 | 4 3/4 | | Wales | 4 1/4 | 4 | Inside Plank. | |
| Deck } N° 22 Average Space } 3 ft 9 in | 5 1/2 | 8 1/2 | 7 1/4 | 8 1/4 | 6 3/4 | Topsides | 3 | 3 | Limber Strakes ... | 3 1/2 3 |
| Deck Beams, length amidships | 13 | 13 | - | 10 | 10 | Sheer Strakes | 2 1/2 | 2 1/2 | Bilge Planks | " " |
| Hold } N° Average Space } | 7 2 | - | 5 4 | 5 4 | 11 | Plank Sheers | 2 1/2 | 2 1/2 | Ceiling in Flat | 2 1/4 2 |
| Deck Beams, length amidships | 7 2 | - | 11 | 11 | 60 | Water-Upper Deck | 7 3/4 | 4 1/2 | Ditto Bilge to Clamp | " " |
| Keel | 13 | 13 | - | 10 | 10 | Ways Lower Deck | 5 | 4 | Hold Beam Clamps.. | 2 1/4 3 |
| Scarphs of Ditto | 7 2 | - | 11 | 11 | 60 | Ditto, faying surface against Timbers .. | 2 3/4 | 2 1/2 | Deck Beam Ditto .. | 2 1/4 3 |
| Keelsons | 7 2 | - | 11 | 11 | 60 | Upper Deck | 2 3/4 | 2 1/2 | Ceiling 'twixt Decks | 2 1/4 3 |
| Scarphs of Ditto | 7 2 | - | 11 | 11 | 60 | | | | Hold Beam Shelves .. | 2 1/4 3 |

| | | | | | | | | | | |
|--|-------------------------|---------------|--------------------------|-------------------------------|-------------------------|---------------|--------------------------|--------------------------------|----------------|------------|
| Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails. | | | | | | | | | | |
| Heel-Knee, & Deadw'd abaft | Copper or Y.M. in Ship. | Iron in Ship. | Inches required per Rule | Transoms and throats of Hooks | Copper or Y.M. in Ship. | Iron in Ship. | Inches required per Rule | Hold Beam | Waterway .. | |
| Scarphs of Keel, N° 8 | 3/4 | 3/4 | 1 | Arms of Hooks | 3/4 | 3/4 | 3/4 | Bolts in | Knees | |
| Keelson Bolts through Keel at each Floor | 1 | 1/2 | 1 | Thro' Bilge & Limber Strakes | 1/16 | - | 5/8 | Deck Beam | Waterway .. | 3/8 1 1/16 |
| Bolts thro' Heels of Timbers against Deadwood | 3/4 | 3/4 | 1 | Thickstuff over Double Floors | 1/16 | 1/16 | 5/8 | Bolts in | Knees | 3/4 1 1/16 |
| | | | | Butt End Bolts | 1/16 | 1/16 | 5/8 | | Shelf or Clamp | " |
| | | | | Pintles of the Rudder | 3/2 | 2 1/2 | 2 | Nails or Bolts in Flat of Deck | | 3/4 5 |
| | | | | | | | | TreenailsInches | 1/8 | 1 |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 Inches. The Space between the Top-Timbers is 3 Inches.
The Floors consist of E. Oak The First Foothooks of E. Oak
The Second Foothooks of E. Oak The Third Foothooks and Top Timbers of E. Oak
The Shifts of the First and Second Foothooks are not less than 3 ft 9 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 First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is good for class
The ✓ Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are ✓ close together; their thickness not less than 1/2 of the entire moulding at that place.
The Frame is partly chocked with ✓ Butt at each end of the chock. The Main piece of Rudder is E. Oak of Windlass is E. Oak
The Keel is E. Oak The Main Keelson is greenheart + E. Oak and ✓ free from all defects.
The Stem, and Stern Post of E. Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of E. Oak Deadwood, of E. Oak and are ✓ free from all defects.
The Deck and Hold Beams of E. Oak The Breasthooks of E. Oak & Iron The Knees of E. Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Amr Elm & Hackmatack
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Hackmatack
From the Light Water Mark to the Wales Hackmatack
The Wales and Black-strakes are Hackmatack The Topsides & Sheer-strakes Hackmatack
The Spirketting and Plank-sheers g. Heart Hackmatack The Water-ways { Upper Deck Hackmatack
Lower Deck ✓
The Decks R. Pine State of ✓
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 3 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Hackmatack
The Ceiling, Lower Hold, and between Decks Hackmatack Shelf Pieces and Clamps Hackmatack

Fastenings.—To Hold Beams ✓
Deck Beams on Shelf single Wood Lodging Knees & 6 in Hanging Knees & ridges extending down to Floor

Number of Breasthooks four Pointers Wood Crutches on Iron
Butt End Bolts are of 3/8 Y. M. in the Bottom. two Bolts in each Butt End on through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of E. Oak How Made nailed
Thickstuff over Double Floors ✓ bolted through and clenched. General Quality of Workmanship good
We certify that the above is a correct description of the several particulars therein given
Builder's Signature W & J Butson Surveyor's Signature W. J. Blouey

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

Netherton F.Y. Machine
J. N. H. Reads Supmt

Netherton F.Y. Machine
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| She has SAILS. | | | CABLES, &c. | | | ANCHORS, &c. | | |
|----------------------------------|---------------------------------|--|-----------------------------------|----------|-------|------------------|--------------------|--------------------------------|
| N ^o . | | | | Fathoms. | Size. | N ^o . | Weight. Ex. Stock. | Tested to. as per Certificate. |
| 2 | Fore Sails, | | Chain | 180 | 1 1/8 | 1 | 10.0.0 | 12.0.6 |
| 1 | Fore Top Sails, | | Hempen Stream Cable .. | 55 | 7 | 1 | 9.2.2 | 11.14.0 |
| 2 | Fore Topmast Stay Sails, | | Hawser <i>60 fms 3/4 Chain</i> .. | 85 | 6 | | | |
| 1 | Main Sails, | | Towlines | 80 | 4 | 1 | 4.1.21 | |
| 1 | ^{gaft} Main Top Sails, | | Warp | 100 | 3 | 1 | 3.0.26 | |
| and <i>other necessary Sails</i> | | | All of <u>good</u> quality. | | | 1 | 1.2.0 | |

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

She has one Long Boat and one jolly

The present state of the Windlass is Secure Capstan for Rudder for Pumps 2 Yarn

Order for Special Survey,

No. 19th Date 19th February 1866

DATES of Surveys held while building,

Order for Ordinary Survey,

No. Date

as per Section 35.

1st. When the Frame is completed 22nd January 1866

2nd. When the Beams are put in, &c. 4th May

3rd. { When completed, and before the } 25th June
 { plank be painted or payed }

General Remarks

This is a good built vessel, the frame is square and free from sap, the outside plank, ceiling, beams, waterways, plank sheers and materials throughout are of the best quality and eligible to class 3 years or above, she is also well fastened in accordance with the Rules. Her length however exceeds eight times her breadth 5 ft 8 in in compensation for which the U. S. H. S. knees are made to form riders extending down to the floors and 2 additional have been put in, the bottom plank and wales are in excess of requirements, the keel and keelson are also very large for her tonnage. The Builder therefore hopes that, taken together, the compensation for iron plating the frames will be deemed sufficient in this case.

Present condition of Caulking of Bottom, good Deck, ✓ and Waterways ✓

If Sheathed, Doubled, Felted, or Coppered ✓ When last done ✓

I am of opinion this Vessel should be Classed 1st

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ 8 : 18 : 0

Certificate£

Committee's Minute 14th September 1866

Character assigned 1 for 8 Years



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Lloyd's Register
Foundation