

No. 181 Survey held at Hayle Date November 13/64
on the Schooner "Eliza Bain" Master Cock
Tonnage. Old Built at Hayle When built 1864 Launched Nov. 12
By whom built Harvey & Co Owners D. Bain & Co
Port belonging to Portmouth Hayle Destined Voyage Mediterranean
If surveyed while Building, Afloat, or in Dry Dock

Length aloft				Extreme Breadth Outside				Depth of Hold			
107				24				12			
Feet.				Inches.				Feet.			
IN SHIP.				REQUIRED PER RULE.				IN SHIP.			
Sided.				Sided.				Sided.			
Middle.				Middle.				Middle.			
Ends.				Ends.				Ends.			
Scantlings of Timber.				Outside.				Thickness of Plank.			
Timber and Space				Inches.				Inches.			
Floors				In Ship.				In Ship.			
1st Foothooks	8 1/2	8 1/2	8	2 3/4	2 5/8	2 5/8	2 5/8	Limber Strakes	3 1/2	3 1/2	3 1/2
2nd Ditto	7 1/2	7 1/2	7	2 3/4	2 5/8	2 5/8	2 5/8	Bilge Planks	4 3/4	3 1/4	3 1/4
3rd Ditto	7 1/2	7 1/2	7	2 3/4	2 5/8	2 5/8	2 5/8	Ceiling in Flat	2 1/2	2 1/2	2 1/2
Top Timbers	7	6 1/2	5	2 3/4	2 5/8	2 5/8	2 5/8	Ditto Bilge to Clamp	2 1/2	2 1/2	2 1/2
Deck	10	10	10	4 1/2	no	no	no	Hold Beam Clamps	3 1/2	3 1/2	3 1/2
Beams	10	10	10	3	3	3	3	Deck Beam Ditto	3 1/2	3 1/2	3 1/2
Deck Beams, length amidships	23 1/2	23 1/2	23 1/2	3	3	3	3	Ceiling 'twixt Decks	2 1/4	2 1/4	2 1/4
Hold	4	4	4	2 3/4	2 5/8	2 5/8	2 5/8	Hold Beam Shelves			
Beams	4	4	4	2 3/4	2 5/8	2 5/8	2 5/8	Deck Beam Ditto	4 1/2	4 1/2	4 1/2
Hold Beams, length amidships	23	23	23	2 3/4	2 5/8	2 5/8	2 5/8				
Keel	11	11	11	2 3/4	2 5/8	2 5/8	2 5/8				
Scarp of Ditto	6	6	6	2 3/4	2 5/8	2 5/8	2 5/8				
Keelsons	14 1/2	14 1/2	14 1/2	2 3/4	2 5/8	2 5/8	2 5/8				
Scarp of Ditto	12	12	12	2 3/4	2 5/8	2 5/8	2 5/8				

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Copper or Y.M. in Ship.				Iron in Ship.				Inches required per Rule			
Heel-Knee, & Deadwood abaft				Transoms and throats of Hooks				Hold Beam			
Scarp of Keel, No. 6	3/4	3/4	3/4	Arms of Hooks	7/8	7/8	7/8	Bolts in	Waterway	1	3/4
Keelson Bolts through Keel	1 1/8	1 1/8	1 1/8	Thro' Bilge & Limber Strakes	3/4	3/4	3/4	Shelf or Clamp	Knees		
at each Floor				Thickstuff over Double Floors	1 1/16	1 1/16	1 1/16	Deck Beam	Waterway	3/4	3/4
Bolts thro' Heels of Timbers	3/4	3/4	3/4	Butt End Bolts	2 1/2	2 1/2	2 1/2	Bolts in	Knees	7/8	7/8
against Deadwood				Pintles of the Rudder	2 1/2	2 1/2	2 1/2	Nails or Bolts in Flat of Deck	Shelf or Clamp	9/16	9/16
								Treenails	Inches	1 1/4	1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of English oak The First Foothooks of English oak

The Second Foothooks of English oak The Third Foothooks and Top Timbers of No

The Shifts of the First and Second Foothooks are not less than three feet nine inch N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are equal throats

The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the

frame is very well squared & free from sap

The alternate Frames are well bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than nothing of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng oak of Windlass is Eng oak

The Keel is English timber The Main Keelson is Green heart and very free from all defects.

The Stem, and Stern Post of English oak The Transoms, Knight Heads, Hawse Timbers,

and Aprons of English oak very good Deadwood, of Elm & Oak as per rule and are very free from all defects.

The Deck and Hold Beams of Iron and English oak The Breasthooks of Iron The Knees of Eng. oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Elm and pitch pine

or to the First Foothook Heads

From the above named Height to the Light Water Mark English oak

From the Light Water Mark to the Wales English oak

The Wales and Black-strakes are English oak The Topsides & Sheer-strakes Eng. oak

The Spirketting and Plank-sheers English oak The Water-ways Upper Deck pitch pine midships

The Decks Yellow pine clear of sap State of very good Lower Deck pine & aft Eng oak

The Shifts of the Planking are not less than Six Feet 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 between, and without step-buttling

Planking Inside.—The Limber-strakes and Bilge-strakes are bolted with Metal

The Ceiling, Lower Hold, and between Decks English oak Shelf Pieces and Clamps English oak

Fastenings.—To Hold Beams Iron lodging knees 3 1/2 wide 2 1/4 to 2 1/2

Deck beams An Iron plate of 70 feet in length on each side 12 in wide by 3/8 thick

secured to every beam by 3/4 rivets and covering two wood beams at each end for scarp

one 12 inch by 3/8 stronger plate for 70 feet at the back of the timbers fastened

with gusset knee to every beam 18 inch wide rivetted and bolted to the timbers

Two plates one each side of the hatchways for 70 feet 5 in by 3/8 rivetted to iron beams

and bolted to the wood beams

Number of Breasthooks Join Iron 3 1/2 by 2 1/4 Pointers 2 Iron 4 1/2 by 4 in Crutches 3 1/2 by 2 1/2

Butt End Bolts are of Metal in the Bottom: 2 Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes Metal bolted through and clenched. Treenails of Eng. oak seasoned How Made Turned

Thickstuff over Double Floors none bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Henry John Warren Surveyor's Signature N. P. Mathewes

PNZ83A-0267

Her Masts, Yards, &c. are ^{all} New ^{in good} condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
✓	Fore Sails,	Chain		90	1 1/8	Bower,	2 14
✓	Fore Top Sails,	Hempen Stream Cable		90	1 1/8	<i>Trotman's</i>	1 9
✓	Fore Topmast Stay Sails,	Hawser		80	6 1/2	Stream,	1 5
✓	Main Sails, - 3 Libs	Tanlines <i>Staussen</i>		80	4 1/2		
✓	^{Cap} Main Top Sails,	Warp		80	3	Kedges,	2 2 1/4
✓	6 steering sails	All of <i>New</i> the quality.					
✓	1 storm trysail						
Her Standing and Running Rigging <i>Hemp New</i> sufficient in size and <i>very good</i> in quality.							
She has <i>One</i> Long Boat and <i>one jolly Boat</i>							
The present state of the Windlass is <i>New</i> Capstan <i>Winch</i> Rudder <i>New</i> Pumps <i>Iron New</i>							

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys
held while building,
as per Section 35.

1st. When the Frame is completed *September March 1864*
2nd. When the Beams are put in, &c. *March September*
3rd. { When completed, and before the }
 { plank be painted or payed } *November*

The Keel Stem Sternpost Rought heads hauser timbers Stern frame and the whole of the timbers of the frame are composed of Eng. Oak of good quality well jointed together and heavily fastened and cladded fair for planing

The Iron and Wood beams as herein described are of good quality and very strongly and securely fastened to the sides by gusset knees and plates a plan of which was sent with the report of the Brig *Corriak* Gil built at the same place

The Iron plate or Stronger with the plate at the back of the timbers makes the vessel very strong aloft and the deck tie plates as described forms excellent fastening for the deck with the bolts as stated in the within report

The Outside planking is very good and well & properly sheathed as required well worked and edged and fayed well home to the timbers and clear of Sap - topsides & staves from 1 1/2 in to 3 in full with no projection

The Inside planking or Pieling shelves Clamps are very well worked properly sheathed and well fayed home to the frame and of very good quality

The fastening of the Hull throughout I consider to be very good heavier generally than required by rule and the greater part of the truck out, through and wedged all bolts requiring clenching done so

The vessel is well spar'd with Red pine Sticks of good dimensions

The Standing Running Rigging all New and of excellent quality ^{suppliers in size} The Sails all New of the best double thread half bleached Canvas of very good quality

Two Chain Cables shipped by Steamer in Bristol full *Hayle* tested there to Admiralty test certificate on arrival shall be sent two anchors (bower) *One* Trotman's patent with Stream and Kedges

Present condition of Caulking of Bottom, *Good* Deck, *good* and Waterways *good*

If Sheathed, Doubled, Felted, or Coppered *Yellow Metal* 2b. 24. 22. 20 13 When last done *Nov^r 1864*

I am of opinion this Vessel should be Classed *A. 1. ten years* I have inspected this vessel

The Amount of the Fee.....£ 3 : is received by me, *several times besides the regular*

175 tons of *Sta* Special£ 8 : 15 : - be a faithful built vessel in every respect

New Certificate£ : 2 : 6 *consider her fit for carrying dry & perishable cargo*

Committee's Minute *2nd Dec 1864* 18 *to my part of the world - this recommen*

Character assigned *A 1 for 10 years* *for Iron Plate* *W. H. Matthews*