

No. 83 Survey held at Poole Date 4<sup>th</sup> December 1839  
 on the Brig Elizabeth Freynon Master Charles Gelbart  
 Tonnage 224 <sup>4</sup>/<sub>10</sub> Built at Poole When built 1839  
 By whom built Wills & Stanworth Owners John Freynon  
 Port belonging to Swansea Destined Voyage Swansea  
 If Surveyed Afloat or in Dry Dock While Building

83  
 [Signature]

Length aloft.....	Feet. Inches.   84	Extreme Breadth .....	Feet. Inches.   20 <sup>9</sup> / <sub>10</sub>	Depth of Hold .....	Feet. Inches.   15
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space..... each	Inches   22	Inches Middle	Inches Ends	<b>Outside.</b>	<b>Inside.</b>
Floors..... sided	9 <sup>1</sup> / <sub>2</sub>	Moulded   12		Keel to Bilge .....	Foot Waling.....
1 <sup>st</sup> Foothooks.....	9	"   9		Bilge Planks.....	Bilge Planks.....
2 <sup>nd</sup> Ditto.....	8 <sup>1</sup> / <sub>2</sub>	"   8 <sup>1</sup> / <sub>2</sub>		Bilge to Wales.....	Ceiling in Flat.....
3 <sup>rd</sup> Ditto.....	8	"   8		Wales.....	Ditto Bilge to Clamp.....
Top Timbers.....	7	"   4 <sup>1</sup> / <sub>2</sub>		Topsides.....	Hold Beam Clamps.....
Deck Beams.....	9 <sup>1</sup> / <sub>2</sub>	"   9		Sheer Strakes.....	Deck Beam Ditto.....
Hold Beams.....	10 <sup>1</sup> / <sub>2</sub>	"   10 <sup>1</sup> / <sub>2</sub>		Plank Sheers.....	Ceiling 'twixt Decks.....
Keel.....	10	"   13		Water-ways.....	Hold Beam Shelves.....
Kelsons.....	11	"   16		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   1 <sup>1</sup> / <sub>8</sub>	Bolts thro' the Bilge and Foot Waling.....	Inches   3 <sup>3</sup> / <sub>4</sub>	Hold Beam.....	Inches   1
Scarphs of Keel.....	N <sup>o</sup> . 6   3 <sup>3</sup> / <sub>4</sub>	Butt End Bolts.....	5 <sup>5</sup> / <sub>8</sub>	Deck Beam.....	7 <sup>7</sup> / <sub>8</sub>
Floor Timber Bolts.....	1	Lower Pintle of the Rudder.....	2 <sup>1</sup> / <sub>2</sub>	same in Iron above the Copper.....	
Kelson ditto.....	1				
Transoms and throats of Hooks.....	1				
Arms of Hooks.....	7 <sup>7</sup> / <sub>8</sub>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 <sup>3</sup>/<sub>4</sub> Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are quite free from all defects. Her Floors and first Foothooks are composed of English Oak Timber. Her other Foothooks and Top Timbers of D<sup>o</sup> D<sup>o</sup>. Her Shifts of the first and second Foothooks are not less than 4 feet N.B. When reported by you less than the prescribed Rule, then state how many. The rest of the Shifts of the Frame are in proportion. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is cross chocked with 2 Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of Elm 6 Inches. The Scarphs of the Kelsons are not less than 8 feet inches. The Deck and Hold Beams are composed of English Oak.

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of D<sup>o</sup> D<sup>o</sup>. The Wales and Black-strakes are of D<sup>o</sup> D<sup>o</sup>. The Topsides of D<sup>o</sup> D<sup>o</sup>. The Sheer-strakes of English Oak Decks, and state of, Yellow Pine. The Gunwales of D<sup>o</sup> D<sup>o</sup> Water-ways of Red Pine. The Shifts of the Planking are not less than Five Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought all between the Stringers of English Oak.

**Planking Inside.**—The Clamps are composed of English Oak and the remainder of the Ceiling of English Oak. The Bilge Planks of English Oak. **Fastenings.**—To Hold Beams Double Wood Lodging Oak knees forward and aft & Iron knees in midships. Deck Beams Double Wood Lodging Oak knees well fitted and secured. Number of Breasthooks Five Pointers Two Crutches one. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. General Quality of Workmanship is very good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name Wills & Stanworth  
 Surveyor's Name John Aldis



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	180	Chain .....	1 1/8	3 Bower,
1	Fore Top Sails,	60	Hempen Stream Cable.....	8	1 Stream,
2	Fore Topmast Stay Sails,	85	Hawser .....	5	2 Kedge,
1	Fore Stay Sails		Towlines .....	3 1/2	All of proper weight.
1	Main Sails, & Trog Sails	95	Warp .....		
2	Main Top Sails,		All of <u>good</u> quality. <u>New</u>		
and <u>all other Muzzing Sails</u> <u>New</u>					

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

She has one Long Boat and one Sloop Boat

The present state of the Windlass is good Capstan Patent Windband Rudder good

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

This Vessel's Frame and plank appears to be remarkably good quite free from sap or other defects the Cant Timbers are all bolted through the deadwood and clenched a Transom over the heels of the Stern Timbers and Transom knees well secured The greater part of the Trussails are through the Ceiling and wedged inside The Hold beam Stuffs are well scarphed and bolted through every other Timber fore and aft The Beams are well secured the Timbers are all Chuck or Scarphed in an efficient manner all the Materials are of the best quality and workmanship good I am of opinion that there is nothing in the Materials or Construction of this Vessel to prevent her being placed on the highest Class

In order to take the ground at Swansea with heavy Cargoes they have additional Bilge planks in outside 4 1/2 Elm, Inside three Inch Oak Plank Bolted through all and clenched extending forward and aft on the the Ceiling and out side on the bottom plank

If Sheathed, Doubled, or Felted, Copperd up to the Black Strake  
and Date when last done November

And Sam of opinion this Vessel should be Classed A 1 For 12 Years

The Amount of the Fee.....£ 3 : 3 : is received by me, John Alding  
Certificate [Signature]

Committee Minute [Signature] 1839

Character assigned A 1 for 12 Years  
[Signature]

