

No. 83 Survey held at Poole Date 4th December 1839
on the Brig Elizabeth Heynon Master Charles Jelbart
Tonnage 224 1/4 Built at Poole When built 1839
By whom built Wills & Stanworth Owners John Heynon
Port belonging to Swansea Destined Voyage Swansea
If Surveyed Afloat or in Dry Dock While Building

Length aloft.....84 Feet. 1 Inches. Extreme Breadth20 Feet. 9 Inches. Depth of Hold15 Feet. 1 Inches.

Scantlings of Timber.

Timber and Space.....	each	Inches	Inches Middle	Inches Ends
Floors.....	sided	<u>9 1/2</u>	Moulded	<u>12</u>
1 st Foothooks.....	"	<u>9</u>	"	<u>9</u>
2 nd Ditto.....	"	<u>8 1/2</u>	"	<u>8 1/2</u>
3 rd Ditto.....	"	<u>8</u>	"	<u>8</u>
Top Timbers.....	"	<u>7</u>	"	<u>4 1/2</u>
Deck Beams.....	Number of <u>19</u>	<u>9 1/2</u>	"	<u>9</u>
Hold Beams.....	No. <u>9</u>	<u>6 1/2</u>	"	<u>6 1/2</u>
Keel.....	"	<u>10 1/2</u>	"	<u>10 1/2</u>
Kelsons.....	"	<u>11</u>	"	<u>16</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>2 1/2</u>	Foot Waling.....	<u>2 1/2</u>
Bilge Planks.....	<u>3 1/2</u>	Bilge Planks.....	<u>3</u>
Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....	<u>2 3/8</u>	Hold Beam Clamps.....	<u>3</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>2 1/2</u>
Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twist Decks.....	<u>2</u>
Water-ways.....	<u>6 1/2</u>	Hold Beam Shelves.....	<u>6 by 14</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	

Copper.

	Inches
Heel-Knee, and Dead Wood abaft.....	<u>1 1/8</u>
Scarp of Keel.....	<u>3/4</u>
Floor Timber Bolts.....	<u>1</u>
Kelson ditto.....	<u>1</u>
Transoms and throats of Hooks.....	<u>1</u>
Arms of Hooks.....	<u>7/8</u>

Size of Bolts in Fastenings.

Copper.	Inches.	Iron.	Inches.
Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>1</u>
Butt End Bolts.....	<u>5/8</u>	Deck Beam.....	<u>7/8</u>
Lower Pintle of the Rudder.....	<u>2 1/2</u>		
		same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 3/4 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^o D^o

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^o D^o

The Wales and Black-strakes are of D^o D^o

The Topsides of D^o D^o

The Sheer-strakes of English Oak Decks, and state of, Yellow Pine

The Gunwales of D^o D^o 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.

Planking Inside.—The Clamps are composed of English Oak The Planking is wrought all between the Stringers of English Oak

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Double Wood Lodging Oak knees forward and aft 8 ft. Iron knees in midships

Deck Beams Double Wood Lodging Oak knees well fitted and secured

Number of Breasthooks Five Pointers Two Crutches on

Butts End Bolts are of Copper in the Bottom, and on 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 ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	1 1/8	3	Bower,
1	Fore Top Sails,	85	Hempen Stream Cable.....	8	1	Stream,
2	Fore Topmast Stay Sails,	85	Hawser	5	2	Kedge,
1	Fore Stay Sails					
1	Main Sails, & Try-sail	95	Towlines	3 1/2		<u>All of proper weight.</u>
2	Main Top Sails,		Warp			
and	<i>all other Muzzing Sails</i>		All of <u>good</u> quality. <i>New</i>			
	<i>New</i>					

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

She has one Long Boat and one Life Boat

The present state of the Windlass is good Capstan Patent Wind and 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 Hol beam Stuffs are well scarphed and bolted through every other Timber fore and aft The Beams are well secured the Timbers are all Chock 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 outside on the bottom plank

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

And I am 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 10

Committee Minute 1 Dec 1839

Character assigned A 1 for 12 years



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