

No. 379 Survey held at Lymington Date 18 August 1846  
on the Schooner Eloa Master Eli Lowe  
Tonnage 82 6/10 Built at Lymington When built 1838  
By whom built Mr Shuman Owners Wey & Co  
Port belonging to Lymington Destined Voyage Toole & Newfoundland  
If Surveyed Afloat or in Dry Dock On the Slip while Repairing Clapnet 10A  
The Scantling of the New Part, lengthen'd in midships ten feet

Length aloft	72	8/10	Extreme Breadth	17	2/10	Depth of Hold	10	1/10	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each			Outside.			Inside.		
Floors	sided	8	Moulded	9 1/2	8 1/2	Keel to Bilge	2 1/2	Foot Waling	2 1/2
1st Foothooks	"	7	"	7 1/2	2	Bilge Planks	3	Bilge Planks	2 1/2
2nd Ditto	"		"			Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3rd Ditto	"	6	"	5	2	Wales	4	Ditto Bilge to Clamp	2
Top Timbers	"		"			Topsides	2	Hold Beam Clamps	
Deck Beams	N° of 3 Extra	8	"	7		Sheer Strakes	3	Deck Beam Ditto	2 3/4
Hold Beams	N° of		"			Plank Sheers	2 1/2	Ceiling 'twixt Decks	
Keel	"	8 1/2	"	10 1/2		Water-Ways	4 1/2	Hold Beam Shelves	
Kelsons	"	9 1/2	"	10 1/2		Upper Deck	2 1/2	Deck Beam Ditto	5 x 8
False Kelson			Size of Bolts in Fastenings.						
Copper.			Copper.			Iron.			
Heel-Knee, and Dead Wood abaft									
Scarphs of Keel	N°	3/4	Bolts thro' the Bilge and Foot Waling	Copper	5/8	Hold Beam			
Floor Timber Bolts	Copper		Butt End Bolts	Copper	5/8	Deck Beam	Iron		
Kelson ditto	"		Lower Pintle of the Rudder	Metal	2				
Transoms and throats of Hooks	"					same in Iron above the Copper			
Arms of Hooks	"								

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 Inches. The Space between the Top-timbers is 0 Inches. The Stem, Stern Post, are composed of \_\_\_\_\_ the Transoms, Aprons, Knight Heads, Hawse Timbers, of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 4 feet 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 quite free from sap, and from thence downwards, the frame is well squared

The alternate Frames are \_\_\_\_\_ bolted together. Yes N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 5 of the entire moulding at that place.

The Frame is well chocked with 1 Butt at each end of the chock. Yes

The Main Kelson is composed of English Oak and the False Kelson of American Rock Elm

The Scarphs of the Kelsons are not less than five feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English & American Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak

The Decks of Red Pine State of Part New

The Shifts of the Planking are not less than five 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 generally three between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of English Oak Clamps of English Oak

**Fastenings.**—To Hold Beams

Deck Beams Secured with shelf dowels & Bolted to Beam

Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of Copper in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched. Not

Bilge and Footwaling Copper bolted through and clenched. partially

General Quality of Workmanship Good

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

Builder's Name \_\_\_\_\_

Surveyor's Name \_\_\_\_\_



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails, <u>New</u>	170	Chain .....	15	2	Bower,
1	Fore Top Sails, <u>Good</u>	90	Hempen Stream Cable .....	6	1	Stream,
1	Fore Topmast Stay Sails, <u>Good</u>	90	Hawser .....	4½	1	Kedge,
1	Main Sails, <u>Near New</u>	90	Towlines .....	3		
1	Main Top Sails, <u>New</u>		Warp .....			
and <u>well supplied with other Sails</u>			All of <u>Good</u> quality.			

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

She has One 17 feet Long Boat and double winch

The present state of the Windlass is good Capstan none and Rudder good.

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

Repaired by Mr Inman on his Ship at Lynnington  
in August 1846.

Lengthen'd in Midships Ten feet, the keel, Planking outside and inside saken out at their proper shifts New Kelson of English Oak Copper bolted, false Kelson Iron fastened not through, and caulk'd throughout and Copper'd with 22 oz to Ballast Mark, Having very carefully examined the old Timbers Planking &c as far as practicable which I find in a good sound Condition, I am of opinion the Schooner is now in a fit and proper Condition to take any perishable cargoes to and from all parts of the World.

If Sheathed, Doubled, Felted, or Coppered 22 Oz Copper When last done August 1846

I am of opinion this Vessel should be Classed Continued as now Classed 10 A 1.

The Amount of the Fee.....£ : 10 <sup>aug</sup> is received by me, John Oakshott

Special .....£ : :

Committee's Minute 25<sup>th</sup> Aug 1846

Character assigned 10 A 1

record lengthened

