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No. 364 Survey held at Sundaland Date December 1835
 on the Ship "Eliza & Isabella" Master Alex. Watters
 Tonnage 140 Built at Sundaland When built 1835
 By whom built Henry Dixon Owners W. Mitchell & Co.
 Port belonging to Shoreham Destined Voyage to Shoreham
 If Surveyed Afloat or in Dry Dock during the Building

Length aloft.....	Feet. <u>69</u> Inches. <u>1</u>	Extreme Breadth	Feet. <u>22</u> Inches. <u>1</u>	Depth of Hold	Feet. <u>12</u> Inches. <u>6</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each <u>2 1/2</u>	Inches. Middle <u>10 1/2</u> Ends <u>8 1/2</u>	Outside.	Inside.	Inches.
Floors.....	sided <u>10 1/2</u>	Moulded <u>10 1/2</u> <u>8 1/2</u>	Keel to Bilge	Foot Waling.....	<u>3</u>
1 st Foothooks.....	" <u>9 1/2</u>	" <u>7 1/2</u>	Bilge Planks	Bilge Planks	<u>4 1/2</u>
2 nd Ditto.....	" <u>7 1/2</u>	" <u>7</u>	Bilge to Wales	Ceiling in Flat	<u>2</u>
3 rd Ditto.....	" <u>8 1/2</u>	" <u>6 1/2</u>	Wales	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	" <u>7 1/2</u>	" <u>4 1/2</u>	Topsides	Hold Beam Clamps	<u>4</u>
Deck Beams	" <u>7 1/2</u>	" <u>8 1/2</u>	Sheer Strakes	Deck Beam Ditto.....	<u>3</u>
Hold Beams	" <u>9</u>	" <u>10 1/2</u>	Plank Sheers.....	Ceiling 'twixt Decks	<u>2</u>
Keel <u>1 1/2</u> Length of Am. & Hy. Wood	" <u>9</u>	" <u>8</u>	Water-ways	Hold Beam Shelves	<u>10 1/2</u> by <u>4</u>
Kelsons	" <u>9</u>	" <u>22</u>	Upper Deck <u>1 1/2</u> Plank	Deck Beam ditto	<u>9 1/2</u> by <u>3</u>

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft	1				
Scarp of Keel.....N ^o .	5/8	Bolts thro' the Bilge and Foot Waling.	3/4	Hold Beam.....	1 1/2
Floor Timber Bolts.....	1/2	Butt End Bolts	5/8	Deck Beam	1 3/4
Kelson ditto.....	1	Lower Pintle of the Rudder	2 1/4		
Transoms and throats of Hooks	1 7/8				
Arms of Hooks	3/4			same in Iron above the Copper	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1/4 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are soundly free from all defects.

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

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 2 1/4 to 3/6 N.B. When reported by you less than the prescribed Rule, then state how many. Several of each on both sides, very short scant

The rest of the Shifts of the Frame are indifferent

The Frame is badly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is badly squared & slippery in several places

The alternate Frames are not bolted together. 10 Frames on each side bolted up to 2nd Head

The Butts of the Timbers are soundly close together; their thickness not less than 7/16 to 1/3 of the entire moulding at that place.

The Frame is partially chocked with no Butt at each end of the chock.

The Main Kelson is composed of Amer. Oak and the False Kelson of Amer. Oak

The Scarphs of the Kelsons are not less than 8 feet 6 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 Amer. Elm

From the first Foothook Heads to the Light Water Mark of Amer. Elm

From the Light Water Mark to the Wales of Baltic English Oak

The Wales and Black-strakes are of Afr. & English Oak & Baltic Oak

The Topsides of English Oak

The Sheer-strakes of English Oak

The Gunwales of Bay & Baltic Oak Water-ways of African Oak

The Shifts of the Planking are not less than soundly 5 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. Wapt at the No. 11 Ship the scant on June 3 to 4. 6

The Planking is wrought 2 and 3 between. Soundly 2

Planking Inside.—The Clamps are composed of Foreign Oak the Stringers of Foreign Oak

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

Fastenings.—To Hold Beams Double Wood Lugs Knives and Shells on the Top

Deck Beams Double Wood Lugs Knives and Shells underneath

Number of Breasthooks Four Pointers None Crutches None Wood Hanson Knives

Butts End Bolts are of 1 in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Very indifferent throughout

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

Builder's Name

Surveyor's Name John Brunt

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. *Bowport of yellow Pine & masts of Red Pine*

She has SAILS.			CABLES, &c.		ANCHORS.		
N ^o .		Fathoms.		Inches.	N ^o .	cut	cut
2	Fore Sails,	160	Chain <i>Certificates sea</i>	1	3	Bower, 8 1/2 - 8 - 7 1/2	
1	Fore Top Sails,		Hempen Stream Cable.....	4 1/2	1	Stream, 3 1/4	
2	Fore Topmast Stay Sails,	60	Hawser	6 3/4	1	Kedge, 1 1/4	
1	Main Sails,	80	Towlines	4 1/2		All of proper weight.	
2	Main Top Sails,	75	Warp				
and <i>is well found in the sail</i>			All of <u>good</u> quality.				

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

She has One Long Boat and Skiff good and suitable for the vessel.

The present state of the Windlass is good Capstan good and Rudder with 4 Beams good

One Chain Cable old but Retested, Hawse old but very good.

John M. Denton

General Remarks—Statement and Date of Repairs.

Frame is generally wide & irregularly spaced; part of the Frame padded on the moulding side & several Timber not sided with extra care or saw; several Chocks not well seated; The keelson to Stem & stern post are wavy & happy; particularly the former runs very thin and insufficient; Keel knee is short in both arms; several of the Beams are wavy & happy on the topside & small ends; Knee Work of English Oak and are generally wavy & happy; The quality of planking is generally good; but in some parts is differently wrought; Trunnels of big Oak tolerably good; All Iron fastened:

This Vessel commenced building in Aug^r Launched in Dec^r 1835 under Contract and was duly surveyed in different stages on $\frac{20}{9}$ $\frac{20}{10}$ $\frac{11}{11}$.

Her general appearance is very indifferent, and cannot with propriety Certify for a higher Class than the Undernamed.

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And We are of opinion this Vessel should be Classed 4 A.1.

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

John M. Denton

Committee Minute 24 December 1835

Character assigned A 1 for 4 years

M. H.

J. M. Denton