

No. 2713 Survey held at Samueland Date May 20 1845  
 on the B<sup>t</sup> Elia Master Mules  
 Tonnage 2351 Built at Samueland When built 1845  
 By whom built Justin Mills Owners John Collins & Co  
 Port belonging to London Destined Voyage Demerara  
 If Surveyed Afloat or in Dry Dock during the Building

Length aloft ..... 107 6 Feet. Inches. Extreme Breadth ..... 26 9 Feet. Inches. Depth of Hold ..... 18 8 Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space.....	each	Inches.		Outside.	Inches.	Inside.	Inches.
Floors.....	sided	<u>13</u>	Moulded <u>10 1/2</u>	Keel to Bilge .....	<u>3</u>	Foot Waling .....	<u>4</u>
1 <sup>st</sup> Foothooks.....	"	<u>10 1/2</u>	" <u>9 1/2</u>	Bilge Planks .....	<u>4 1/2</u>	Bilge Planks .....	<u>4 1/2</u>
2 <sup>nd</sup> Ditto.....	"	<u>10</u>	" <u>8 1/2</u>	Bilge to Wales .....	<u>3 1/2</u>	Ceiling in Flat .....	<u>2 1/2</u>
3 <sup>rd</sup> Ditto.....	"	<u>9</u>	" <u>7 1/2</u>	Wales .....	<u>5</u>	Ditto Bilge to Clamp .....	<u>2 1/4</u>
Top Timbers .....	"	<u>8</u>	" <u>6</u>	Topsides .....	<u>3</u>	Hold Beam Clamps .....	<u>4</u>
Deck Beams ....N <sup>o</sup> . of <u>16</u>	"	<u>9 1/4</u>	" <u>9 1/4</u>	Sheer Strakes .....	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3 1/4</u>
Hold Beams ....N <sup>o</sup> . of <u>16</u>	"	<u>12</u>	" <u>12</u>	Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks .....	<u>2 1/4</u>
Keel .....	"	<u>12</u>	" <u>12</u>	Water-Ways.....	<u>5 1/2</u>	Hold Beam Shelves .....	"
Kelsons .....	"	<u>10 1/2</u>	" <u>10 1/2</u>	Upper Deck .....	<u>3 1/4</u>	Deck Beam Ditto.....	"

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft .....	<u>1 1/8</u>	Copper or Iron.		Hold Beam .....	<u>1 7/8</u>
Scarphs of Keel.....N <sup>o</sup> . <u>8</u>	<u>3/4</u>	Bolts thro' the Bilge and Foot Waling .....	<u>3/4</u>	Deck Beam .....	<u>1 1/8</u>
Floor Timber Bolts .....	<u>1</u>	Butt End Bolts .....	<u>3/4</u>		
Kelson ditto .....	<u>1 1/8</u>	Lower Pintle of the Rudder .....	<u>3 1/4</u>		
Transoms and throats of Hooks .....	<u>1 1/8</u>				
Arms of Hooks .....	<u>1 7/8</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak 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 Timber

The Shifts of the first and second Foothooks are not less than 1 1/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good throughout

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

The alternate Frames are all bolted together. to top height N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock. The Main Kelson is composed of Eng Oak and the False Kelson of Eng Oak

The Scarphs of the Kelsons are not less than 7 feet — inches. douelled The Deck and Hold Beams are composed of Eng Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Ames Elm From the first Foothook Heads to the Light Water Mark of Eng White Oak

From the Light Water Mark to the Wales of Eng and Eng Oak The Wales and Black-strakes are of Eng Oak, Aprons and Eng

The Sheer-strakes and Plank-sheers of Eng Oak & Eng Oak The Topsides of Eng Oak & Eng The Decks of Yellow pine State of Very good

The Shifts of the Planking are not less than 5 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 3 Strakes between

**Planking Inside.**—The Limber-strakes are composed of Eng Oak the Bilge Planks of Eng and Eng Oak The Ceiling, Lower Hold, of Eng and Eng Oak Between Decks of Eng Oak

Shelf Pieces of Eng Oak Clamps of Eng Oak, Apr. and Eng Oak

**Fastenings.**—To Hold Beams Iron Staple Lodging Knees; one a full set of Iron Hanging and Staple Standards upon each side

Deck Beams Iron Staple Lodging Knees; and a full set of Iron Hanging upon each side

Number of Breasthooks Six Pointers Repair; 2 Iron Knees Crutches and Iron Knees

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling all bolted through and clenched.

General Quality of Workmanship Very good throughout We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name Justin Mills Surveyor's Name John Bristow



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	210	Chain .....	5 1/4	3	Bower,	16 : 15 : 14
1	Fore Top Sails,	75	Hempen Stream Cable .....	7	1	Stream,	7 <sup>c</sup>
2	Fore Topmast Stay Sails,	70	Hawser .....	3 1/6	1	Kedge,	2 <sup>c</sup>
1	Main Sails,	80	Towlines .....	5 1/2			
1	Main Top Sails,	80	Warp .....	4 1/2			
	and <u>well found</u>	120	All of <u>best</u> quality.	3 1/2			

Her Standing and Running Rigging Alump sufficient in size and Good in quality.

She has One Long Boat and Two other Boats

The present state of the Windlass is Secure Capstan Which and Rudder Secure

with purchase

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

*The Quality of Material employed in the Building of this Vessel, also the workmanship throughout is of the highest Character and is in every part fully up to the Rule, laid down for Ships of the N.A.S. Class*

*As Regularly Shewed during the Building; Notes taken at the following dates 17 26 12 26 18 17 10: 11: 12: 12: 1: 2*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 12 A.S.

*new* The Amount of the Fee.....£ 4 : - : is received by me,

*John Branton*

Special .....£ 15 : - :

Certificate (if required) .....£ : :

Committee's Minute 23<sup>rd</sup> May 1845

Character assigned A 1 for 12 years



© 2021

Lloyd's Register Foundation