

No 4472 Survey held at Sunderland Date Rec 24/4/51 April 22 1872
 on the Brig "Eliza Houston" Master Thomas Maxwell
 Tonnage 417 Built at Sunderland When built 1857
 By whom built J. & C. Co Owners Messrs Houston & West
 Port belonging to London Destined Voyage London to Batavia
 If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet. Inches. <u>115 6</u>	Extreme Breadth	Feet. Inches. <u>28 2</u>	Depth of Hold	Feet. Inches. <u>18 6</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>13 1/2</u>	Inches. Middle	Inches. Ends	Outside.	Inside.
Floors	sided <u>12 1/2</u>	Moulded <u>12 1/2</u>	<u>10 1/2</u>	Keel to Bilge	Limber Strakes
1st Foothooks	" <u>10 1/2</u>	" <u>9</u>	"	Bilge Planks	Bilge Planks
2nd Ditto	" <u>9 1/2</u>	" <u>8 1/2</u>	"	Bilge to Wales	Ceiling in Flat
3rd Ditto	" <u>8 3/4</u>	" <u>8</u>	"	Wales	Ditto Bilge to Clamp
Top Timbers	" <u>8 1/2</u>	" <u>5 1/2</u>	"	Topsides	Hold Beam Clamp
Deck Beams N° <u>16</u>	Average Space <u>4/9 ft</u>	" <u>9 1/2</u>	" <u>7</u>	Sheer Strakes	Deck Beam Ditto
Hold Beams N° <u>18</u>	Average Space <u>4/6 "</u>	" <u>12 1/2</u>	" <u>10</u>	Plank Sheers	Ceiling 'twixt Decks
Keel	" <u>12</u>	" <u>14</u>	"	Water-Ways	Hold Beam Spiketting
Kelsons	" <u>14</u>	" <u>22</u>	"	Upper Deck	Deck Beam Ditto

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/4</u>	Bolts thro' the Bilge and Limber Strakes	Inches. <u>1 3/16</u>	Hold Beam	Inches. <u>1 1/16</u>
Scarpns of Keel N° <u>8</u>	<u>1 5/16</u>	Butt End Bolts	<u>3/4</u>	Deck Beam	<u>1 1/16</u>
Floor Timber Bolts	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>3 1/4</u>		
Kelson ditto	<u>1 1/8</u>				
Transoms and throats of Hooks	<u>1 1/16</u>				
Arms of Hooks	<u>1 1/16</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2.3 Inches. The Space between the Top-timbers is 3.5 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are appy free from all defects.

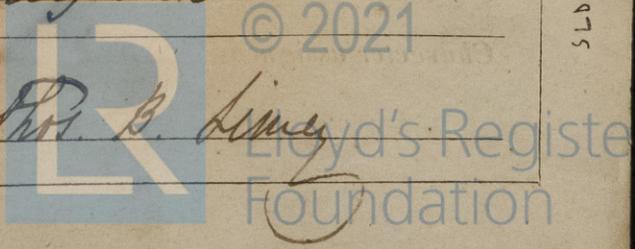
The Floors and first Foothooks are composed of Eng Oak Timber.
 The other Foothooks and Top Timbers of Eng Oak
 The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are good & sufficient
 The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared
 The alternate Frames are all bolted together. N. B. If not, state how bolted.
 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 crop chocked with no Butt at each end of the chock.
 The Main Kelson is composed of Green heart and the False Kelson of Green heart
 The Scarpns of the Kelsons are not less than 10 feet 0 inches.
 The Deck and Hold Beams are composed of Eng Oak & Peake

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Armed Elm
 From the first Foothook Heads to the Light Water Mark of Stettin Oak
 From the Light Water Mark to the Wales of Green heart Peake & Eng Oak
 The Wales and Black-strakes are of Green heart & Eng Oak The Topsides of Peake & Eng Oak
 The Sheer-strakes and Plank-sheers of Peake & Eng Oak The Water-ways of Peake
 The Decks of 1/2 Pine State of _____
 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 Three between

Planking Inside.—The Limber-strakes are composed of Green heart the Bilge Planks of Green heart & Peake
 The Ceiling, Lower Hold, of Green heart Peake & Eng Oak Between Decks of Green heart Peake & Eng Oak
 Shelf Pieces of _____ Clamps of Green heart & Peake

Fastenings.—To Hold Beams Iron Lodging Nails Spiketting Bolted through Wales 11 pair of
Iron Lodging Nails 2 pair of which reach to the bilges
 Deck Beams Iron Lodging Nails 8 pair Iron Staple Standards, and 13 pair of
Iron Lodging Nails
 Number of Breasthooks Six & Atkinson Pointers one pair Iron Crutches Three Pearson Nails
 Butts End Bolts are of 1/2 Metal in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak
 General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature J. & C. Co Surveyor's Signature Robt. B. Lacey



520930-0361

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.						
N ^o .		Fathoms.		Inches.	N ^o .		Cw	q	lb	Cw	qr
2	Fore Sails,	240	Chain	1 3/8	3	Bower,	20	1	21	19	1
2	Fore Top Sails,	90	Hempen Stream Cable	8 1/2	1	Stream,	18	0	14	-	-
2	Fore Topmast Stay Sails,	90	Hawser	1 5/16	1	Kedge,	6	14	-	-	-
1	Main Sails,	90	Towlines	5 1/2	1	do	3	1	-	-	-
2	Main Top Sails,	90	Warp	5	-	do	2	0	11	-	-
and <u>others as usual</u>			All of <u>good</u> quality.								

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

She has one Long Boat and two others

The present state of the Windlas is good Capstan Winch and Rudder good Pumps two Metal Patent

General Remarks—Statement and Date of Repairs.

This vessel was regularly surveyed during Building

*The exterior of this ship including the flat of the decks is fastened with yellow metal to the entire exclusion of iron
Types Tallbot & Types*

~~is~~ Sheathed, ~~Doubled, Felted, or Coppered~~ with G. Metzger to the water when last done

I am of opinion this Vessel should be Classed B.N.S.

The Amount of the Fee.....£ 5 : " : " is received by me,

Special£ 20 : 17 : "

Certificate (if required)£ " : " : "

Thos. B. Simey

Committee's Minute 25th April 1857

Character assigned A 1 m 13 Ea

