

No. 8744 Survey held at Sunderland Date May 24th 1866
on the Barque Elizabeth Mary Master J. M. Liddell
Tonnage under tonnage deck 262.5 Built at Sunderland When built 1866 Launched 14th April
Ditto of poop or spar deck By whom built Mr. W. Watson Owners Thos. Duncan & Co.
Total tonnage 262.5 Port belonging to London Destined Voyage West Indies
Is Surveyed while Building, Afloat, or in Dry Dock

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	123			26	6		12	15	One
Scantlings of Timber.									
TIMBER AND SPACE	27 1/2		23			Outside Plank.			
Floors	12	11	10 1/2	11 1/2	9 1/2	INCHES. Required Rule.			
1st Foothooks	10 1/2	9 1/2	10	10 1/2		In Ship.			
2nd Ditto	9 1/2	9 1/2	9	9 1/2		Garboard Strakes ..			
3rd Ditto	10 1/2		10 1/2			Garboard to Bilge ..			
Top Timbers	10 1/2		10 1/2			Bilge Planks			
Deck } No. 20 Average } 3 1/2			10 1/2	10 1/2	10 1/2	Bilge to Wales			
Beams }			10 1/2	10 1/2	10 1/2	Wales			
Deck Beams, length amidships			10 1/2	10 1/2	10 1/2	Topsides			
Hold } No. 4 Average } at the ends			10 1/2	10 1/2	10 1/2	Sheer Strakes			
Beams }			10 1/2	10 1/2	10 1/2	Plank Sheers			
Hold Beams, length amidships			10 1/2	10 1/2	10 1/2	Water } Upper Deck			
Keel			10 1/2	10 1/2	10 1/2	Ways } Lower Deck			
Scarp of Ditto			10 1/2	10 1/2	10 1/2	Ditto, faying surface			
Keelsons			10 1/2	10 1/2	10 1/2	against Timbers ..			
Scarp of Ditto			10 1/2	10 1/2	10 1/2	Upper Deck			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.
Heel-Knee, & Deadw'd abaft	1 1/8	1 1/8	Transoms and throats of Hooks	1 1/8	1 1/8	Hold Beam	Waterway ..	1 1/8	1 1/8
Scarp of Keel, No. 7	1 1/8	1 1/8	Arms of Hooks	1 1/8	1 1/8	Bolts in	Knees	1 1/8	1 1/8
Keelson Bolts through Keel	1 1/8	1 1/8	Thro' Bilge & Limber Strakes	1 1/8	1 1/8		Shelf or Clamp	1 1/8	1 1/8
at each Floor	1 1/8	1 1/8	Thickstave over Double Floors	1 1/8	1 1/8	Deck Beam	Waterway ..	1 1/8	1 1/8
Bolts thro' Heels of Timbers	1 1/8	1 1/8	Butt End Bolts	1 1/8	1 1/8	Bolts in	Knees	1 1/8	1 1/8
against Deadwood	1 1/8	1 1/8	Pintles of the Rudder	1 1/8	1 1/8		Shelf or Clamp	1 1/8	1 1/8
						Nails or Bolts in Flat of Deck		6 Galvanneal	
						Treenails Inches	1 1/8	1 1/8	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 15 1/2 Inches. The Space between the Top-Timbers is 2 1/2 Inches.
The Floors consist of German Oak. The First Foothooks of Eng. French & Ger. Oak (for fore & aft)
The Second Foothooks of English & French Oak. The Third Foothooks and Top Timbers of Eng. & French Oak.
The Shifts of the First and Second Foothooks are not less than 1/4 of extreme breadth N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 1/4 of breadth.

The Frame is well squared from First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared.
The Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. from the floors upwards.
The Butts of the Timbers are fitted close together; their thickness not less than 3/4 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is Long of Windlass is Long Oak.
The Keel is American Elm. The Main Keelson is Green heart and app. free from all defects.
The Stem, and Stern Post of Eng. & French Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng. & French Oak.
Deadwood, of Eng. & French Oak from 1st to 2nd and are app. free from all defects.
The Deck and Hold Beams of French & English Oak. The Breasthooks of Iron. The Knees of Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Elm.
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Portuguese Oak.
From the Light Water Mark to the Wales Portuguese Oak.
The Wales and Black-strakes are Green heart. The Topsides & Sheer-strakes East India Oak.
The Spirketting and Plank-sheers French Oak. The Water-ways { Upper Deck Green heart & French Oak.
Lower Deck Iron.
The Decks Yellow Pine. State of Good.
The Shifts of the Planking are not less than Six Feet Four 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 & 4 between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Portuguese Oak.
The Ceiling, Lower Hold, and between Decks Portuguese Oak. Shelf Pieces and Clamps Portuguese Oak.
Fastenings.—To Hold Beams

Beams Dowelled to shelf and waterway, iron bolting knees in that room, Twelve pairs
substantial hanging knees extending down to bolt through the floor, and a pair of hanging knees
the remainder of the beams.
of Breasthooks Four under Deck. Pointers Three. Crutches Three.
Bolts are of Yellow Metal in the Bottom. Two Bolts in each Butt End One through and clenched.
Lumber Strakes are bolted through and clenched. Treenails of Eng. Oak, Iron, & Copper. How Made Circular.
Double Floors are bolted through and clenched. General Quality of Workmanship Very good.
that the above is a correct description of the several particulars therein given
William Wilson Surveyor's Signature Thomas Lawrence

SLD936-0420

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

She has SAILS.			CABLES, &c.			ANCHORS, &c.		
N ^o .				Fathoms.	Size.	Tested to. as per Certificate.	N ^o .	Weight. Ex. Stock. Tested to. as per Certificate.
2	Fore Sails,		Chain	240	1 1/4	28 1/2 tons		
2	Fore Top Sails,		Hempen Stream Cable ..	75	5 3/4		3	12.0.21 = 14.1.3.14 12.0.0 = 13.17.2.0 10.0.16 = 12.4.1.14
2	Fore Topmast Stay Sails,		Hawser .. <u>Chain</u> ..	60	1 3/16			
1	Main Sails,		Towlines	75	8 1/4		1	5.1.0
1	Main Top Sails,		Warp	75	4 3/4			
and others as usual			All of <u>good</u> quality.				2	3.1.31 1.0.14

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality.

She has One Long Boat and two others

The present state of the Windlass is firm Capstan Winch Rudder g Pumps 2 No. good

Order for Special Survey,

No. 1796 Date Decr. 22/65

Order for Ordinary Survey,

No. — Date —

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the plank be painted or payed }

Since under Special

Survey from 4th Decr 1865

to the present date

General Remarks

The whole of the external bolts in this vessel (except the vertical bolts in the waterways, which are of galvanized iron) are of yellow metal. The heels of the Timbers against the fore and after deadwoods are also bolted through and clenched with yellow metal. Chas. Wilson

There are extra through bolts driven all fore and aft at the second futtock heads, and all the other provisions stated in the Sec^d letter of 1st Jan^y 1866 are complied with.

The testing certificates of Anchors and chain cables have been produced, issued from the Sunderland public testing machine and signed by Mr. John Thompson.

James Brown

Present condition of Caulking of Bottom, Good

Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Yell on felt to about 12 ft When last done May 1866

I am of opinion this Vessel should be Classed * 10 A 1

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

Special£ 13 : 2 : "

June 1866

Certificate£ " : " : "

Committee's Minute 6th July 1866

Character assigned 1 for 10 years

31/10/81
* Bae. 11/2/84



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