

Launched Feb 72

No. 91 Survey held at Lyminster Date April 27 1841
on the Schooner "Eliza" Master Mr. Lee
Tonnage 97 1/4 Built at Lyminster When built 1838
By whom built Mr. T. Mann Owners Lee & Co
Port belonging to Lyminster Destined Voyage _____
If Surveyed Afloat or in Dry Dock Afloat

Length aloft.....	Feet. <u>67</u> Inches. <u>5</u>	Extreme Breadth	Feet. <u>12</u> Inches. <u>8 1/2</u>	Depth of Hold	Feet. <u>10</u> Inches. <u>5</u>
Scantlings of Timber.					
Timber and Space.....	each	<u>25</u>			
Floors.....	sided	<u>7 1/2</u>	Moulded	<u>10</u>	
1 st Foothooks.....	"	<u>7</u>	"	<u>10</u>	
2 nd Ditto.....	"	<u>6 1/2</u>	"	<u>7</u>	
3 rd Ditto.....	"	<u>6</u>	"	<u>6</u>	
Top Timbers	"	<u>6</u>	"	<u>6</u>	
Deck Beams.....	<u>No. 15</u>	"	"	<u>7 1/2</u>	
Hold Beams.....	"	<u>7 1/2</u>	"	<u>7 1/2</u>	
Keel	"	<u>12</u>	"	<u>9</u>	
Kelsons	"	<u>12</u>	"	<u>12</u>	
Thickness of Plank.					
Outside.			Inside.		
Keel to Bilge	<u>2 1/2</u>		Foot Waling.....		
Bilge Planks.....	<u>2</u>		Bilge Planks.....	<u>4</u>	<u>3</u>
Bilge to Wales.....	<u>2 1/2</u>		Ceiling in Flat		<u>2</u>
Wales.....	<u>4 1/2</u>		Ditto Bilge to Clamp		<u>2</u>
Topsides	<u>2 1/2</u>		Hold Beam Clamps		<u>1</u>
Sheer Strakes	<u>2 1/2</u>		Deck Beam Ditto.....		<u>3</u>
Plank Sheers.....	<u>4</u>		Ceiling 'twixt Decks		<u>1</u>
Water-ways	<u>4</u>		Hold Beam Shelves		<u>1</u>
Upper Deck	<u>2 1/2</u>		Deck Beam ditto		<u>4</u>

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

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

Her other Foothooks and Top Timbers of _____

Her Shifts of the first and second Foothooks are not less than 3 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____

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

The alternate Frames are all bolted together.

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

The Frame is not chocked with _____ Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of _____

The Scarphs of the Kelsons are not less than 14 feet _____ 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 E. Oak

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

From the Light Water Mark to the Wales of Do

The Wales and Black-strakes are of Do

The Topsides of Do

The Sheer-strakes of Do

The Gunwales of E. Oak Water-ways of English Oak

The Shifts of the Planking are not less than 5 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

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

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

Fastenings.—To Hold Beams

Deck Beams Dovetailed and Bolted to the Clamps

Number of Breasthooks Three E. Oak Pointers _____ Crutches _____

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

Bilge and Footwaling Do bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name Mr. T. Mann
Surveyor's Name Charles Coster



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Lloyd's Register
Foundation

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
	Fore Sails,	150	Chain	7 1/2	2	Bower,
	Fore Top Sails, <u>new</u>	20	Hempen Stream Cable.....	5 1/2	1	Stream,
	Fore Topmast Stay Sails,	30	Hawser	3 1/2	1	Kedge,
	Main Sails,	60	Towlines	2 1/2		All of proper weight. <u>yes</u>
	Main Top Sails,	60	Warp	2 1/2		
	and		All of <u>good</u> quality.			

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

She has one Long Boat and

The present state of the Windlass is good Capstan — and Rudder good

General Remarks—Statement and Date of Repairs.

The Schooner have never yet been claped
She is Copper fastened to the wales and
coppered to the Ballast Mark her
frame appears to be all well squared
and her heels of the first footbooks
never under her Kelson her Breast-
hooks and fastenings are well secured
and as far as I can see she is a well
Built vessel and fit to carry any and
Perishable Cargoes to all Ports

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And Sam of opinion this Vessel should be Classed 10 A1 from State of Building

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, Charles Coster

Committee Minute 14th May 1834

Character assigned A 1 for 10 Years

Chas Coster
May 14 1834
Inspector

