

No. 410 Survey held at Bridgewater Date June 4<sup>th</sup> 1850  
on the Schooner Eliza Master Thos Smith  
Tonnage 79 Built at London When built 1785  
By whom built \_\_\_\_\_ Owners Chas. Hunt  
Port belonging to Bridgewater Destined Voyage Coasting Trade  
If Surveyed Afloat or in Dry Dock On the Hard

Length aloft ..... 53 0 Feet. Inches. Extreme Breadth ..... 19 0 Feet. Inches. Depth of Hold ..... 9 2 Feet. Inches.

**Scantlings of Timber.**

Room and Space	Inches.	Inches.	Inches.
	Middle	Ends	
Floors.....sided	<u>9</u>	<u>9</u>	<u>8</u>
1 <sup>st</sup> Foothooks.....	<u>8</u>	<u>8</u>	<u>7</u>
2 <sup>nd</sup> Ditto.....	<u>7</u>	<u>7</u>	<u>7</u>
3 <sup>rd</sup> Ditto.....	<u>6</u>	<u>6</u>	<u>6</u>
Top Timbers.....	<u>6</u>	<u>6</u>	<u>6</u>
Deck Beams N <sup>o</sup> <u>12</u> Average Space } <u>3-9</u>	<u>11</u>	<u>12</u>	<u>12</u>
Hold Beams N <sup>o</sup> _____ Average Space }	<u>13</u>	<u>13</u>	<u>12</u>
Keel .....	<u>11</u>	<u>12</u>	<u>12</u>
Kelsons .....	<u>13</u>	<u>13</u>	<u>12</u>

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....	<u>2 1/2</u>	Limber Strakes .....	<u>3</u>
Bilge Planks .....	<u>3 1/2</u>	Bilge Planks .....	<u>3 1/2</u>
Bilge to Wales .....	<u>2 1/2</u>	Ceiling in Flat .....	<u>2 1/2</u>
Wales .....	<u>4</u>	Ditto Bilge to Clamp .....	<u>2 1/2</u>
Topsides .....	<u>2 1/2</u>	Hold Beam Clamps .....	<u>3</u>
Sheer Strakes .....	<u>3</u>	Deck Beam Ditto .....	<u>3</u>
Plank Sheers .....	<u>2 1/2</u>	Ceiling 'twixt Decks .....	<u>2 1/2</u>
Water-Ways .....	<u>4 1/2</u>	Hold Beam Shelves .....	<u>2 1/2</u>
Upper Deck .....	<u>2 1/2</u>	Deck Beam Ditto .....	<u>2 1/2</u>

**Size of Bolts in Fastenings, distinguishing whether**

Copper or Iron.	Inches.	Copper or Iron.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft .....		Bolts thro' the Bilge and Limber Strakes.....		Hold Beam .....	
Scarphs of Keel.....N <sup>o</sup> .		Butt End Bolts .....		Deck Beam .....	
Floor Timber Bolts .....		Lower Pintle of the Rudder .....	<u>2 3/4</u>		
Kelson ditto .....					
Transoms and throats of Hooks .....					
Arms of Hooks .....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of Eng<sup>l</sup> Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng<sup>l</sup> Oak and are \_\_\_\_\_ free from all defects.

The Floors and first Foothooks are composed of Eng<sup>l</sup> Oak Timber.

The other Foothooks and Top Timbers of Eng<sup>l</sup> Oak

The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, 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 \_\_\_\_\_ bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.

The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of Eng<sup>l</sup> Oak and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of Eng<sup>l</sup> Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Eng<sup>l</sup> Oak

From the first Foothook Heads to the Light Water Mark of Red Pine and Eng<sup>l</sup> Oak

From the Light Water Mark to the Wales of Eng<sup>l</sup> Oak

The Wales and Black-strakes are of Eng<sup>l</sup> Oak The Topsides of Red Pine

The Sheer-strakes and Plank-sheers of Eng<sup>l</sup> Oak The Water-ways of Eng<sup>l</sup> Oak

The Decks of Red Pine State of 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 2 & 3 between

**Planking Inside.**—The Limber-strakes are composed of Eng<sup>l</sup> Oak the Bilge Planks of Eng<sup>l</sup> Oak

The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine and Eng<sup>l</sup> Oak

Shelf Pieces of \_\_\_\_\_ Clamps of Eng<sup>l</sup> Oak

**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams Loose & Locking Nails

Number of Breasthooks 4 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

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

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Eng<sup>l</sup> Oak

General Quality of Workmanship Good

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

Builder's Signature \_\_\_\_\_ Surveyor's Signature John A. ...



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> .		
/	Fore Sails,	150	Chain .....	110	2	Bower,	} <i>Spicest</i>
/	Fore Top Sails,	70	Hempen Stream Cable .....	6 1/2	1	Stream,	
/	Fore <del>Topmast</del> Stay Sails,	70	Hawser .....	5	2	Kedge,	
/	Main Sails,		Towlines .....				
/	<del>Main</del> Top Sails,	70	Warp .....	3			
and <i>all other necessary</i>			All of <u>good</u> quality.				

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

She has One Long Boat and

The present state of the Windlas is good Capstan good and Rudder good Pumps good

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

*a Listing taken out as prescribed in Rule 51  
and a few fumels down out  
I enclose the Certificate of Repairs handed me by  
the Shipwright, which appears to be correct*

*Be pleased to forward a certificate to  
Mr. Geo. Hunt B. Water*

*Dredge was*

*Eliza was  
New Appra  
Timbers,  
Bonds, w  
Brakes of  
Bills, 700  
Culling f*

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

I am of opinion this Vessel should be Classed A, 1

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

Special .....£ : :

Certificate (if required) .....£ : 5 :

Committee's Minute 7th June 1850

Character assigned A, 1



© 2021

Lloyd's Register  
Foundation