

No. 128 Survey held at Wexford Date Dec 20/5/48 April 14th 1848
on the ~~Elegant~~ Schooner Master
Tonnage 58 tons Built at Bideford When built In the year of 1845
By whom built Owners William Lee & Co
Port belonging to Bideford Destined Voyage Gloucester
If Surveyed Afloat or in Dry Dock on Patent Ship Bideford No 326-350 Passed 10 A

Length aloft	Feet. 53	Inches. 6	Extreme Breadth	Feet. 15	Inches. 1	Depth of Hold	Feet. 9	Inches. 1
Scantlings of Timber.			Thickness of Plank.					
Room and Space	20							
Floors	sided 10	Moulded	11	11	Keel to Bilge	2 1/2	Limber Strakes	3
1st Foothooks	8 1/2		8	8	Bilge Planks	4	Bilge Planks	3 1/2
2nd Ditto	7		7	7	Bilge to Wales	2	Ceiling in Flat	2
3rd Ditto					Wales	4	Ditto Bilge to Clamp	2
Top Timbers	7		4	4	Topsides	2	Hold Beam Clamps	
Deck Beams No 2	9		8	8	Sheer Strakes	3	Deck Beam Ditto	
Hold Beams No					Plank Sheers	2 1/2	Ceiling 'twixt Decks	2
Keel	9		13	13	Water-Ways	4	Hold Beam Shelves	
Kelsons	10		16	16	Upper Deck	2 1/2	Deck Beam Ditto	3
Size of Bolts in Fastenings, distinguishing whether								
Iron	Copper or Iron.	Inches.	Iron	Copper or Iron.	Inches.	Iron	Inches.	
Heel-Knee, and Dead Wood abaft	3/4		Bolts thro' the Bilge and Limber Strakes	3/4		Hold Beam		
Scarphs of Keel	Nº none 5/8		Butt End Bolts	1/2		Deck Beam	1/2	
Floor Timber Bolts	1/4		Lower Pintle of the Rudder	2				
Kelson ditto	1/4							
Transoms and throats of Hooks	3/4							
Arms of Hooks	1/2							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are quite free from all defects. The Floors and first Foothooks are composed of English oak Timber. The other Foothooks and Top Timbers of English oak of good Quality 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 well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is good The alternate Frames are all 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 English oak and the False Kelson of none The Scarphs of the Kelsons are not less than 6 feet inches. The Deck and Hold Beams are composed of Deck beams English oak **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm From the first Foothook Heads to the Light Water Mark of English oak From the Light Water Mark to the Wales of English oak The Wales and Black-strakes are of English oak The Topsides of English oak The Sheer-strakes and Plank-sheers of English oak The Water-ways of English oak The Decks of Red 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 between **Planking Inside.**—The Limber-strakes are composed of English oak the Bilge Planks of English oak The Ceiling, Lower Hold, of English oak Between Decks of English oak Shelf Pieces of English oak Clamps of **Fastenings.**—To Hold Beams

Deck Beams Four good English oak knees, to each beam well bolted in every part Number of Breasthooks Three oak Pointers Crutches Butts End Bolts are of 1/2 bolts in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 3/4 inch bolted through and clenched. Treenails of English oak General Quality of Workmanship very good We certify that the preceding is a correct description of the above-named Vessel, Builder's Signature Surveyor's Signature

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

She has **SAILS**.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	90	Chain	7 1/2	2	Bower,
1	Fore Top Sails,	60	Hempen Stream Cable	1 1/2	1	Stream,
1	Fore Topmast Stay Sails,	65	Hawser	2 1/2	1	Kedge,
1	Main Sails,	-	Towlines			
1	Main Top Sails,	-	Warp			
and well fanned in other			All of good quality.			

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

She has one Long Boat and

The present state of the Windlass is good Capstan break and Rudder good Condition

General Remarks—Statement and Date of Repairs.

This vessel has been on shore, on this coast between Waterford, & Liverpool, & received some slight damage, in the flat of her bottom, has been plained on patent Slips, & inspected by me, every thing done that was required, with the exception, of her stern post - which has been scathed, about half way up, - repairs as follows - a new keel of Elm in one length, been in three lengths before - all well bolted, four strakes of plank at each side from the keel, of Elm, well fastened, all re-fastened from keel upwards newly caulked up to the light water mark, Decks & deck frame, transoms, & breast works, & every part that could be seen has been examined & found perfect in every part, & is perfectly strong & staunch & strong in every part fit to take a cargo of dry & perishable goods to any part of the world.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A for 6 or 7 years

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 23rd May, 1848

Character assigned

Deposited
Sept 1.
B. W. P.

10 ~~A~~ I need a small
A. B.