

No. 779 Survey held at Barnstaple Date 15 July 1852
on the Ship Lady Ellington Master George Harris
Tonnage Old 427 Built at Barnstaple When built 1852
By whom built John Westacott Owners North Devon Shipping Company
Port belonging to Barnstaple Destined Voyage Australia
If Surveyed while Building, Afloat, or in Dry Dock on the stocks & other ways

Length aloft 137 ^{Feet.} 7 ^{Inches.} Extreme Breadth 13 ^{Feet.} 6 ^{Inches.} Depth of Hold 17 ^{Feet.} 0 ^{Inches.}

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Middle	Ends	Outside.	Inches.	Inside.	Inches.
Floors.....sided	12	Moulded	14	Keel to Bilge	3 1/2	Limber Strakes	5
1 st Foothooks.....	10	"	10	Bilge Planks	5	Bilge Planks	1 1/2
2 nd Ditto.....	9	"	9	Bilge to Wales	4	Ceiling in Flat	3
3 rd Ditto.....	8	"	8	Wales	5	Ditto Bilge to Clamp	3
Top Timbers	7	"	7	Short Hoods	4	Hold Beam Clamps	5 and 4
Deck Beams N ^o <u>24</u> Average Space } <u>4 feet 6 in</u>	9	"	9	Topsides	4	Deck Beam Ditto	6 and 3 1/2
Hold Beams N ^o <u>23</u> Average Space } <u>4 feet 6 in</u>	12	"	12	Sheer Strakes	4	Ceiling 'twixt Decks	2 1/2
Keel	13	"	14	Plank Sheers	4	Hold Beam Shelves	"
Keelsons	14	"	24	Water-Ways	5	Deck Beam Ditto	"
Scarpes of Ditto	Eight feet			Upper Deck	3		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Keel-Knee, and Deadwood abaft	1 1/8		Transoms and throats of Hooks	1 1/16		Lower Pintle of the Rudder	3	
Scarpes of Keel.....N ^o 8	1		Arms of Hooks	1		Hold Beam	1 1/16	
Floor Timber Bolts			Bolts thro' Bilge & Limber Strakes	15/16		Deck Beam	15/16	
Keelson ditto	1 1/16		Butt End Bolts	13/16				

Limbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are all free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of Eng Oak The Third Foothooks of Eng Oak The Top Timbers of Eng Oak. The Shifts of the first and second Foothooks are not less than 4 feet 6 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are four feet six in. The Frame is all squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is squared.

The alternate Frames are all bolted together to the Gunwale. 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 well chocked with a Butt at each end of the chock. The Main Keelson is Greenheart and free from all defects. The False Keelson is Greenheart. The Deck Beams consist of Eng Oak The Hold Beams of Eng Oak The Knees of Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Eng Oak. From the above named Height to the Light Water Mark Greenheart and Eng Oak. From the Light Water Mark to the Wales Greenheart & Eng Oak. The Wales and Black-strakes are East India Teak. The Topsides East India Teak. The Sheer-strakes East India Teak, and Plank-sheers East India Teak. The Water-ways East India Teak. The Decks Indies yellow pine State of Very Good. The Shifts of the Planking are not less than six Feet six 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 strakes between

Planking Inside.—The Limber-strakes are Eng Oak the Bilge Planks Eng Oak. The Ceiling, Lower Hold, East India Teak Between Decks Mahogany. Shelf Pieces Greenheart Clamps Greenheart.

Fastenings.—To Hold Beams Horizontal Iron Pins and eight pair of diagonal Hanging Pins. Deck Beams Five patent bolts and a Hanging Pin to each beam.

Number of Breasthooks Five Pointers Two Crutches one. Butts End Bolts are of Mixed Metal in the Bottom, and one Bolt in each Butt End through and clenched. Treenails of Eng Oak How Made Eng turned. Bilge and Limber Strakes Mixed Metal bolted through and clenched. General Quality of Workmanship Very Good.

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature John Westacott Surveyor's Signature James Brown

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	240	1 3/8	Bower,	3	22-1-2
1	Fore Top Sails,	Hempen Stream Cable	90	10			20-2-9
2	Fore Topmast Stay Sails,	Hawser	90	7	Stream,	1	16-3-23
1	Main Sails,	Towlines	90	5			18-2-10
2	Main Top Sails,	Warp	90	4	Kedge,	2	40-2-26
and <u>all other necessary sails</u>		All of <u>good</u> quality.					2-1-8

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

She has a Long Boat and jolly boat and one punn

The present state of the Windlass is good Capstan good Rudder good Pumps good

General Remarks—Statement and Date of Repairs.

This Ship, was built under a properly constructed roof and has occupied a space of more than twelve months in building. She is also wholly fastened with mixed metal to the exclusion of Iron bolts and the fastenings of the flat of the upper deck is of the same metal.

This Vessel has surveyed by M^r Mutton & M^r Wood

If Sheathed, Doubled, Felted, or Coppered Mixed Metal over paper When last done July 1852

I am of opinion this Vessel should be Classed 14-A1

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

Special£ : :

Certificate (if required)£ : 10 :

Committee's Minute 20th July 1852

Character assigned 1 for 14-A1

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