

IRON SHIPS.

No. 13152 Survey held at Liverpool Date 1 Feb 7 Rec 29/9/88 185.5
 on the Ship Ellen Stuart Master Thomas Allen
 Tonnage—Gross 1401 Engine Room Register 137.3 Built at Liverpool
 When Built 1854 By whom built Getty Jones & Co Owners Stewart & Douglass
 Port belonging to Liverpool Destined Voyage Africa
 If Surveyed Afloat or in Dry Dock While building & Afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse. No.
<u>120</u>	<u>2</u>		<u>16</u>	<u>6</u>		<u>21</u>				
Distance between Floors amidships	1	6				Stem, if bar iron, moulding and thickness	12	2 1/2		
" " " forward and aft	1	6				" if plate iron, breadth and thickness				
" " Ribs amidships	1	6				Stern-post, if bar iron, moulding and thickness	10	2 3/4		
" " " forward and aft	1	6				" if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. / at	5	3	4	50 feet		Keel, if bar iron, depth and thickness				
bottom of Floor Plate	4	3	4	100 "		" if plate iron, breadth and thickness	12	2 5/8		
" depth & thickness of Plate at mid line	2 1/2	1/2				Garboard Plates, thickness	13/16	5/8		
" " " at turn of bilge	5	1/2				" to bilge	11/16	9/16		
" Size of Reversed Angle Iron, and	3 1/2	3 1/2	4	100 feet		Bilge	9/16			
No. / at top of Floor Plate	3 1/2	3 1/2	3	the remainder		" to Wales	1/2			
Ribs, Size of Angle Iron, single or double	5	3	4	50 feet		Wales	11/16			
" Reversed Iron, if to every frame	4	3	7/16	100 feet		Topsides	1/2			
" or every other frame	2 1/2	2 1/2	3	the remainder		Sheer-strakes	3/16	11/16		
Beams, Deck (N° 70) double or single	3	3	3			Planksheers				
Angle Iron	3	3	3			Gunwale Plate or Stringer	2 1/2	1/2		
" depth & thickness of Plate amidships	6	1/2				Waterway				
" double or single Angle Iron						Deck	yellow pine	4		
on lower edge						Ceiling in flat	yellow pine	3		
" average space between	36					Bilge Planks inside	"	3		
" if wood (N° -) sided & moulded						Ceiling from Bilge to Clamps	"	2 1/2		
Hold, (N° 34) double or single	4	4	4			Hold Beam Clamps				
Angle Iron	4	4	4			" Shelf				
" depth & thickness of Plate amidships	12	1/2				" Stringers	2 1/2	1/2		
" double or single Angle Iron	4	4	4			Ceiling between Decks	yellow pine	2 1/2		
on lower edge						Stringers				
" average space between	72					Deck Beam Clamps				
" if wood (N° -) sided & moulded						" Shelf				
Paddle, wood, sided and moulded						Stringers in Hold				
or if Iron, size of Plate						Deck, Lower	yellow pine	3		
Engine										
Keelson, wood, sided & moulded, iron, size of	2 1/2	1/2								
plate, if Box, give sketch & dimensions										
" Side or Bilge	12	1/2	2	angle iron 5 1/2 x 3 1/2						
" Number / half way between the above	16	7/8	2	" 3 1/2 x 2 1/2						

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Iron } are they free from defects? Yes
 Hawse Timbers Iron

The Ribs extend in one length from the Gunwale to 3 feet below the Bilge rivetted through plates with ($\frac{3}{8}$ in.) rivets, about (6 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from the Gunwale to the reverse angle iron on the frames.

" " " on the ribs " " " from the Gunwale to the reverse angle iron on the floors with a higher stiffener.
 Keelson, if wood, length of scarp Table if iron, how are the various lengths connected? by 2 angle iron from forward to aft 6 x 5 x 1/2, and angles down the floors

Plates, Garboard, double or single rivetted to keel, with rivets ($\frac{1}{2}$ ins.) diameter averaging (3 in.) from centre to centre of rivet.
 " edges from Garboards to turn of bilge, worked carvel with a lining piece ($\frac{1}{2}$ in.) thick, or clencher, double or single rivetted; rivets ($\frac{3}{8}$ in.) diameter, averaging ($\frac{1}{4}$ ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece ($\frac{5}{8}$) thick, double or single rivetted; rivets ($\frac{3}{8}$ in.) diameter, averaging (2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? where practicable

" edges from bilge to wales, worked carvel with a lining piece ($\frac{1}{2}$) thick, or clencher, double or single rivetted; rivets ($\frac{3}{8}$ in.) diameter, averaging ($\frac{1}{4}$ ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece ($\frac{5}{8}$) thick, double or single rivetted; rivets ($\frac{3}{8}$ in.) diameter, averaging (2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? where practicable

" edges of wales and to planksheers, worked carvel with a lining piece ($\frac{1}{2}$) thick, or clencher, double or single rivetted; rivets ($\frac{3}{8}$ in.) diameter, averaging (2 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides

Waterway " " planksheer and to the beams { Explain by a sketch, } with Angle iron
 if necessary.

Side trussing " " breadth and thickness of plates " how secured

Deck trussing " " " " " "

Deck Beams, how secured to the side by 4 iron pieces 2" thick, extending 27" along the beam, and 27" down the side of the ship

Hold " " Same as the Deck Beams.

Paddle " " " "

No. of breasthooks 2 crutches 6 how are pointers compensated? angle iron

What description of iron is used for the angle iron and bar iron in the vessel? Best Staffordshire

Builder's Signature

888 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *yes*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *yes*
Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *in short lengths yes*
Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *yes*
Are there any rivets which either break into or have been put through the seams or butts of the plating? *scarcely any*
Was the plating caulked internally in the wake of the frames or ribs? *yes*

Her Masts, Yards, &c., are in *Good* 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,	350	Chain.....	2-	3	Bower, 40-1-19 - 35-1-20
2	Fore Top Sails,	90	Hempen Stream Cable	10	1	Stream, 12-0-7 - 20-1-10
2	Fore Topmast Stay Sails,	90	Hawser	8	2	Kedge, 7-2-8 - 2-2-20
2	Main Sails,		Towlines			
2	Main Top Sails,	90	Warp	7		
and <i>well found in other Sails</i>			All of <i>Good</i> quality.			

Her Standing and Running Rigging *are* sufficient in size and *Good* in quality.

She has *one* Long Boat and *three others*

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

GENERAL REMARKS.

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

on the deck beams, on each side of the Hatchways there is an iron Plate 5 x 5/8 extending from the fore to the after part of the ship. And also two diagonal iron Plates of the same dimensions, on each side, extending from near the Masts to near the sides of the Vessel.

There is a Bulkhead long fore forward, extending from the keel up to the upper Deck, of 5/8 Plates half way up, and 3/4 Plates the remainder, stiffened with half round iron of 3 x 5/8; to secure the Bows - Also a Bulkhead in Midships extending up to the lower Deck, of 3/8 Plates, stiffened as above. And one Bulkhead placed halfway between Midships and aft also extending to the lower Deck, and strengthened with half round iron, same as the other two - This ship is of a fine Model and has been built with Great care and attention, under special Survey - Both the Materials and Workmanship are very Good.

In what manner are the surfaces preserved from oxidation? *By red Lead*

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

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

Special£ 68 13 : -

Certificate (if required)£

Committee's Minute *19th October 1855*

Character assigned *A 1*



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