

Surveyed afloat

No. 230 Port of Liverpool Date 14th Oct 18 34 270

Survey of the Brig Ellen Master Thos Luccock NA

Tonnage 276 Owners Fairfield & Co Port belonging to Liverpool

By whom built _____ Where built Prince of Wales When built 1825

Destined Voyage Liverpool & Maranhao

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....	92	1		Depth of Hold			
Rake of Stem				Lower Hold			
D° of Stern Post.....				Between Decks	1	5	
Extreme Breadth	26	2					

Scantling of Timber.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each			
Floors in the middle			
— at the ends			
1 st Foothooks			
2 nd Foothooks			
3 rd Foothooks			
Top Timbers			
Deck Beams.....Middle.....			
— at the Ends..			
— Knees			
Hold Beams.....Middle.....			
— at the Ends..			
— Knees			
Main Kelson			
Scarphs of KelsonLength			

Outside.		Inside.	
	Inches.		Inches.
Bilge to Wales		Ceiling below Hold Beams ...	3 1/2
Short Hoods		Clamps and Bilge Planks.....	1 1/2 + 4 1/2 = 6
Bilge Planks		Upper Deck Clamps and	
Bilge to Keel		Spirketting	1
Wales	5 1/2	Twixt Deck Ceiling.....	3
Topsides	3		
Shear Strake	3 1/2		
Plank Shears.....	3		

Decks.	
Thickness.....	Inches.
Water Ways.....	3

Bolts.	
	Inches.
Butt Bolts.....	
Hold Beam Bolts	7/8
Hooks forward at throat	
Hooks forward at arms.....	
Transoms	
Lower Pintle of the Rudder ..	

We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 14th day of Oct 1834

Builder's Name _____

Surveyor's Name James J. Carr

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit	Y.P.	38 x 20
Foremast	'	60 x 18 new
Main Mast	'	62 x 18
Mizen Mast		

appearing good

Sails.

No.		Nos.
2	Fore Topmast Stay Sails.....	
2	Fore Sail	
1	Fore Topsails	
1	Main Sails	
2	Main Top Sails.....	

And is generally well found in other sails. } *sufficient other sails in good condition*

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
3 D° Iron.....	90	1 3/4, 90, 1 1/2, 75, 7/8
1 Hawser.....	100	6 1/2
1 Towlines	80	5 1/2
1 st Warp		
2 nd D°		

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } *nearly all new and good*

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

Owner's Name _____

Nautical Surveyor's Name _____

SURVEYOR'S REMARKS.

1833
1834
1835
1836

Timbering. Black birch, Spruce oak and pine - in the timber
The Quality, beams breasthooks & the Nelson is Spruce Oak.
Squaring, and quantity appeared sound and good. Squaring of
Workmanship. Septimber and beams good. Dimensions are fair.

Planking. Walrus topsides, and sheen planks are of Fir, Plank
Outside and Inside Sheen oak, quantity and workmanship very fair.
Quality, Edging, Ceiling appears to be all fir, quality good and
and Workmanship. well worked - Deck Yellow pine, which with the
Deck work is in moderately good condition.

Fastenings. Copper to the walrus -
If Sheathed, Wood lading knees, single stringer & five pair of
Doubled, or Iron hanging knees whole beams -
Felted. Wood lading knees, single stringer & 6 pair of iron
hanging knees to deck beams - good

Repairs. Sheathed with copper over paper in 1833 -
This vessel received heavy repairs in 1833 having
been run foul of. Both her bows are new, the
was shifted caulked and coppered in 1833.

Since writing the above I have recd the Annexed certificate
of repairs.

General Observations This vessel is as far as is visible in fair order
and Opinion as And every care seems to be taken to keep her
required by the So, she is well found, and her stores good
Instructions. Consider her fit to carry a very large, and
the amount of my opinion within the description
A

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

Committee Minute 4 November 1834

Character assigned A
J. L. Carr