

No. 5108 Survey held at Liverpool Date 24th August 1853
on the R. S. E. Rose Ellis Master
Tonnage Old 488 Built at Liverpool When built 1853 Launched 17th August
By whom built J. Hardie Owners H. Ellis & Co
Port belonging to London Destined Voyage China
If Surveyed while Building, Afloat, or in Dry Dock During building

Length aloft 135 Feet. 1 Inches. Extreme Breadth 28 Feet. 0 Inches. Depth of Hold 18 Feet. 6 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	13	Moulded	13	Keel to Bilge	4	Limber Strakes	4 1/4
1 st Foothooks.....	11	"	11	Bilge Planks	4	Bilge Planks	5
2 nd Ditto.....	10	"	9 1/2	Bilge to Wales	4	Ceiling in Flat	3
3 rd Ditto.....	9	"	8 1/2	Wales	5	Ditto Bilge to Clamp	3
Top Timbers	8 1/2	"	8 1/2	Short Hoods	4	Hold Beam Clamps	4 1/4
Deck Beams N ^o 25 Average Space } <u>4 ft 9 in</u>	9	"	8 3/4	Topsides	3	Deck Beam Ditto	6 1/2
Hold Beams N ^o 20 Average Space } <u>4 ft 6 in</u>	12 1/2	"	12 1/2	Sheer Strakes	4	Ceiling 'twixt Decks	2 1/2
Keel	13 1/2	"	13 1/2	Plank Sheers	4	Hold Beam Shelves	1
Keelsons	15	"	15	Water-Ways	6 1/2	Deck Beam Ditto	1
Scarphs of Ditto <u>7 feet</u>	15	"	15	Upper Deck	3 1/2		

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

Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
1 1/4	1	Heel-Knee, and Deadwood abaft	1 1/8	1	Transoms and throats of Hooks	3	1
1	1	Scarphs of Keel.....N ^o . 8	1	1	Arms of Hooks	1 1/8	1
1	1	Floor Timber Bolts	7/8	3/4	Bolts thro' Bilge & Limber Strakes	7/8	3/4
1 1/8	1	Kelson ditto	3/4	3/4	Butt End Bolts	7/8	3/4
					Lower Pintle of the Rudder	3	1
					Hold Beam	1 1/8	1
					Deck Beam	7/8	3/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 3/4 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, consist of English Oak and are free from all defects. Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 1/4 of Breadth N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Sufficient The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared & sound

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 all chocked with A Butt at each end of the chock.

The Main Keelson is Greenheart and free from all defects. The False Keelson is Iron Bark

The Deck Beams consist of English Oak The Hold Beams of Iron Bark The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm

From the above named Height to the Light Water Mark White Oak & E. I. Teak

From the Light Water Mark to the Wales E. I. Teak & English Oak

The Wales and Black-strakes are Teak, Iron Bark & English Oak The Topsides E. I. Teak

The Sheer-strakes E. I. Teak and Plank-sheers E. I. Teak The Water-ways E. I. Teak

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 5 Feet 0 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 Iron Bark the Bilge Planks Iron Bark

The Ceiling, Lower Hold, Iron Bark & Greenheart Between Decks E. I. Teak

Shelf Pieces East India Teak Clamps East India Teak

Fastenings.—To Hold Beams Horizontal Staple Knees & 9 Pair of Vertical do

Deck Beams Horizontal Staple Knees & 22 Pair of Vertical Staple Standard Knees

Number of Breasthooks Six Pointers Two Crutches One

Butts End Bolts are of Yellow Metal in the Bottom, and A Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Ym & one bolted through and clenched. Treennails of English Oak How Made as usual

General Quality of Workmanship Good

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

Builder's Signature James Hardie

Surveyor's Signature Robt Fowles

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 .	Weight.
<i>A full suit of Sails</i>	Fore Sails,	Chain	240	1 1/2	Bower,	3	24.0.16
	Fore Top Sails,	Hempen Stream Cable	80	8			23.1.0
	Fore Topmast Stay Sails,	Hawser	60	15/16	Stream,	1	23.0.8
	Main Sails,	Towlines	80	6			5.3.0
	Main Top Sails,	Warp	80	5	Kedge,	1	1.3.12
and		All of <u>good</u> quality.					

Her Standing and Running Rigging New Hanks & all sufficient in size and apparently good in quality.

She has A Long Boat and Yawl & Quarter Boat.

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

General Remarks—Statement and Date of Repairs.

This Vessel is fastened with Yellow Metal in all her bindings and external fastenings (including the Nails in the upper deck) to the entire exclusion of Iron.

James Hardie

If Sheathed, Doubled, Felted, or Coppered Yellow Metal to keels When last done August 1853

I am of opinion this Vessel should be Classed 13. A. 1. Robt Fowler

The Amount of the Fee.....£ 5 : - : - ^{not} is received by me, Paid Wider Letter 13/10/53

Order No 315 Special£ 24 : 8 : - } *MA*

Certificate (if required)£ : 10 : -

Committee's Minute 14th Octr 1853

Character assigned 1st 13 Years
LD



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