

No. 8802 Survey held at Sunderland Date April 9th 1866
on the Composite Ship Ethel Master Hammworth
Tonnage under tonnage deck 495 5/16 Built at Sunderland When built 1856/1866 Launched March 31/66
Ditto of poop 68 1/2 or spar deck By whom built Pile Hayter Owners Fenwick & Co.
Total tonnage 556 4/16 Port belonging to London Destined Voyage London
If surveyed while Building, Afloat, or in Dry Dock Whilst building under Special Survey

Length as per section 39 ..		Feet.	Inches.	Extreme Breadth Outside				Feet.	Inches.	Depth of Hold		Feet.	Inches.	Number of Decks					
Length of Keel		162		29 5				17		1		2							
Scantlings of Timber.																			
TIMBER AND SPACE		18	Ends					Outside Plank.		In Ship.		Required Rule.		Dimensions of Ship per Register.					
Floors. <i>of Plate Iron</i>		20	7/16	6/16			Garboard Strakes ..		9 1/2				length 164 breadth 28.4 depth 17.1						
1 st Foothooks ... <i>Iron</i>		3 1/2	3 1/2	7/16	full		Garboard to Bilge ..		5										
2 nd Ditto. <i>Angle Iron</i>		3	2 1/2	6/16			Bilge Planks		5										
3 rd Ditto. <i>Revered</i>		3	2 1/2	6/16			Bilge to Wales		5										
Top Timbers .. <i>Angle Iron</i>		7	9/16	Bulb Plate		Wales		5											
Deck } No. 35 Average } <i>4 1/2</i> <i>6</i>		7	9/16	Bulb Plate		Topsides		4											
Beams } <i>Iron</i>		23 1/2	2 1/2	6/16	Scribble Angle		Sheer Strakes		4										
Deck Beams, length amidships		7	9/16	Bulb Plate		Plank Sheers		4											
Hold } No. 33 Average } <i>4 1/2</i> <i>6</i>		7	9/16	Bulb Plate		Water } Upper Deck		16											
Beams } <i>Iron</i>		3	2 1/2	6/16	Scribble Angle		Ways } Lower Deck												
Hold Beams, length amidships		13 1/2	14 1/2	Bulb Keelson		Ditto, faying surface													
Keel } <i>Plate 2 1/2 x 10 1/2</i>		6 1/2		Double Angle Iron		against Timbers ..													
Scarp of Ditto		14	10/16			Upper Deck		3 1/2											
Keelsons } <i>Iron Plate</i>		4 x 3 1/2	7/16	4 1/2 x 3 1/2	8/16														
Scarp of Ditto																			
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.																			
Heel-Knee, & Deadw'd abaft		1 1/2		Hold End Bolt		Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule		Hold Beam		Waterway ..		Beams			
Scarp of Keel, No. 8		1		Transoms and throats of Hooks		13/16		4/16				Bolts in		Knees		to Iron			
Keelson Bolts through Keel		1 1/8		Arms of Hooks										Shelf or Clamp		8			
at each Floor				Thro' Bilge & Limber Strakes								Deck Beam		Waterway ..		same as			
Bolts thro' Heels of Timbers				Thickstuff over Double Floors								Bolts in		Knees		Iron			
against Deadwood				Butt End Bolts & other				7/8						Shelf or Clamp					
				Pintles of the Rudder				3						Nails or Bolts in Flat of Deck		Galvanized			
The Space between the Top-Timbers is 1/2 Inches																			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 14 1/4 Inches. The Space between the Top-Timbers is 14 1/4 Inches.

The Floors consist of Iron Plate & Frames of The First Foothooks of Angle Iron extending in
The Second Foothooks of one length from Keel The Third Foothooks and Top-Timbers of to frames

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 squared from First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is

The Frames are bolted together to the Gunwale. 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 choked with Butt at each end of the chock. The Main piece of Rudder is Eng Cast of Windlass is Eng Cast

The Keel is Eng Cast The Main Keelson is Iron and free from all defects.

The Stem, and Stern Post of E. I. Cast The Transoms, Knight Heads, Hawse Timbers, and Aprons of Iron & E. I. Cast Deadwood, of Iron & E. I. Cast and are free from all defects.

The Deck and Hold Beams of Iron & E. I. Cast The Breasthooks of Iron The Knees of

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Am R Elm & Santyrie Cast
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Santyrie & Italian Cast & E. I. Cast

From the Light Water Mark to the Wales E. I. Cast & Italian Cast

The Wales and Black-strakes are E. I. Cast The Topsides & Sheer-strakes E. I. Cast

The Spirketting and Plank-sheers E. I. Cast The Water-ways { Upper Deck E. I. Cast

The Decks Y Pine State of Good Lower Deck

The Shifts of the Planking are not less than 5 1/2 to 7 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 Three between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Red Pine

The Ceiling, Lower Hold, and between Decks Red Pine Shelf Pieces and Clamps

Fastenings.—To Hold Beams Beam Ends rivetted to Iron Frames and Stringer

Plate the same as an Iron Vessel

Deck Beams Beam Ends rivetted to Iron Frames and Stringer

the same as an Iron Vessel

Number of Breasthooks Four Pointers

Butt End Bolts are of Galvanize Iron in the Bottom. Two Bolts in each Butt End 8 Both through and clenched Two

Bilge and Limber Strakes bolted through and clenched. Treenails of How Made

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature W. H. Hayter Surveyor's Signature Samuel Mar

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Size.	Tested to, as per Certificate.	ANCHORS, &c.	N ^o .	Weight, Ex. Stock.	Tested to, as per Certificate.
Double End.	Fore Sails,	Chain	270	1 1/16	37 1/2	Bower,	3	18.0.14	19.2.0
	Fore Top Sails,	Hempen Stream Cable ..	90	6				18.0.14	19.2.0
	Fore Topmast Stay Sails,	Hawser Chain:....	60	7/8				15.2.0	16.18.3
	Main Sails,	Towlines	90	7		Stream,	1	8.1.7	
	Main Top Sails,	Warp	90	5		Kedge,	2	4.0.14	2.0.14
and		All of <u>good</u> quality.							

Her Standing and Running Rigging wire & hemp sufficient in size and good in quality.

She has One Long Boat and 2 others

The present state of the Windlass is firm Capstan which Rudder & Pumps 2 metal good

Order for Special Survey,

No. 1797 Date 25th Decem^r 1865

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed 3 Built under spec^{al}

2nd. When the Beams are put in, &c. 3 Survey from 6th Dec^r

3rd. { When completed, and before the plank be painted or payed } to the present date

Order for Ordinary Survey,

No. _____ Date _____

General Remarks

There are 22 or 11 Pairs of diagonal tie plate ^{7x7/16} crossing each other on each side rivetted to Sheersake Plate ^{24x8/16} and Bilge dith^l and the frames they cross.

The Keel Plate extends up the inner side of the Apron and Sternpost to above the lower hold Beams, and the Keelson plate running the same height rivetted to the same with double angle on top and bottom edges.

There are fore and aft tie plate ^{10x8/16} and 6 Pairs of diagonal Plate the same size on the upper Deck Beams & double angle Iron ^{8x3-7/16} on the centre of lower hold Beams.

Bilge Keelsons are double angle Iron ^{4 1/2 x 3 1/2 - 8/16} and a double angle Iron Stringer ^{4x3-7/16} full between the Bilge and lower hold Beams.

The thick garboard Strakes are bolted through each other from side to side with galvanized Iron ^{2 1/2} b⁴ p⁴ apart & the Keel bolts 18ⁱⁿ apart.

All the bolts are galvanized Iron in the outside planking and plugged, except the bolts in the Head Ends & Scarp^s of Keel which are Yellow Metal. The bottom inside is cemented.

The testing certificates have been produced, issued from the Sunderland public testing machine, and signed by W. John Thompson James Sibson

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Y^el^l on felt to top of keels When last done April 1866

I am of opinion this Vessel should be Classed 12 A. 1

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

Special£ 27: 16: :

Certificate£ : : :

Committee's Minute

7th August 1866

Factor assigned

1 for 12 years
Iron frame = planked
Engl BS



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