

No. 2004, Survey held at Liverpool Date Augt<sup>t</sup> 23<sup>rd</sup> 18<sup>th</sup>  
 on the Ship Sainte Helene, Master P. J. Survey,  
 Old 500 Tonnage Built at Liverpool When built 18<sup>th</sup> Launched Augt<sup>t</sup> 18<sup>th</sup>  
 New 458 By whom built Mess<sup>r</sup> P. Hall & Co<sup>r</sup> Owners H. G. Burnell & Co<sup>r</sup>  
 Port belonging to Liverpool Destined Voyage Port au Prince,  
 Surveyed while Building, Afloat, or in Dry Dock Master Special Survey

Scantlings of Timber.	Feet.		Inches.		Extreme Breadth Outside .....		Feet.		Inches.		Depth of Hold .....		Feet.		Inches.				
	Sided.	Middle.	IN SHIP.	Moulded.	Sided.	Middle.	REQUIRED PER RULE.	Moulded.	In Ship.	INCHES.	Required per Rule.	Outside.	In Ship.	INCHES.	Required per Rule.	Inside.	IN SHIP.	INCHES.	Required per Rule.
TIMBER AND SPACE	30	-	-	30	12	12	12	12	8	4	4	Garboard Strakes .....	4	4	4	Limber Strakes .....	4	4	4
Floors	12.13	12 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	12	12	12	12	4	4	4	Garboard to Bilge .....	4	4	4	Bilge Planks .....	4	4	4
1 <sup>st</sup> Foothooks	11	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	11	10 <sup>1</sup> / <sub>2</sub>	5	4	4	Bilge Planks .....	5	4	4	Ceiling in Flat .....	4	4	4			
2 <sup>nd</sup> Ditto	10	9 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>2</sub>	10	9 <sup>1</sup> / <sub>2</sub>	4	4	4	Bilge to Wales .....	4	4	4	Ditto Bilge to Clamp .....	3	3	3			
3 <sup>rd</sup> Ditto	9	8 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	9	8 <sup>1</sup> / <sub>2</sub>	5	5	5	Wales .....	5	5	5	Hold Beam Clamps .....	4 <sup>1</sup> / <sub>2</sub>	4	4			
Top Timbers	3	9	8 <sup>1</sup> / <sub>2</sub>	9	9	8 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	4	4	4	Topsides .....	4	4	4	Deck Beam Ditto .....	3	3	3
Deck Beams, length amidships	2.5	-	-	-	-	-	-	-	4	4	4	Sheer Strakes .....	4	4	4	Ceiling 'twixt Decks .....	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>
Hold Beams, length amidships	2.5	-	-	-	-	-	-	-	4	4	4	Plank Sheers .....	4	4	4	Hold Beam Shelves .....	8 <sup>1</sup> / <sub>2</sub>	-	-
Keel	14	17	17	14	14	14	14	14	4	4	4	Water-ways	3	4	4	Deck Beam Ditto .....	4	4	4
Scarps of Ditto	84	-	-	72	-	-	-	-	8	8	8	Upper Deck	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	Upper Deck	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>
Keelsons	15	17	13	15	15	-	-	-	8	8	8	Ways	4	-	-	Ways	4	-	-
Scarps of Ditto	84	-	-	72	-	-	-	-	8	8	8	Upper Deck	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	Upper Deck	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>

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

Copper or Iron Inches in Ship.	Inches required per Rule	Copper or Iron Inches in Ship.	Inches required per Rule	Hold Beam Bolts in Waterway .....	Knees .....	15 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub>
Heel-Knee, and Deadwood abaft Scarps of Keel.....N <sup>o</sup> . 8	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	Transoms and throats of Hooks .....	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
Keelson Bolts through Keel at each Floor .....	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	Arms of Hooks .....	1	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
Bolts through Heels of Timbers against Deadwood .....	7/8	-	-	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors .....	7/8	7/8	7/8
				Butt End Bolts .....	3/4	3/4	3/4
				Pintles of the Rudder .....	3/3	3/3	3/3

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 3<sup>1</sup>/<sub>2</sub> Inches. The Space between the Top-Timbers is 5<sup>1</sup>/<sub>2</sub> Inches.

The Floors consist of British Oak. The First Foothooks of British Oak.

The Second Foothooks of British Oak. The Third Foothooks and Top Timbers of British Oak.

The Shifts of the First and Second Foothooks are not less than 4 feet 3 inches. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Shalstones.

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is Good.

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<sup>1</sup>/<sub>2</sub> of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is British Oak.

The Main Keelson is Greenheart and is free from all defects. The Main piece of Windlass is British Oak.

The Stem, and Stern Post, consist of British Oak. The Transoms, Aprons, Knight Heads, and

Hawse Timbers of British Oak and are well free from all defects.

The Deck and Hold Beams consist of British Oak. The Breasthooks of Iron. The Knees of British Oak.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is Greenheart, or to the First Foothook Heads below 2<sup>1</sup>/<sub>2</sub> deep hold 4<sup>1</sup>/<sub>2</sub>.

From the above named Height to the Light Water Mark Baltic Oak & Scots Pine.

From the Light Water Mark to the Wales Scots Pine.

The Wales and Black-strokes are Scots Pine.

The Sheer-strokes and Plank-sheers Scots Pine.

The Decks Yellow Pine.

The Shifts of the Planking are not less than 6 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-butting.

**Planking Inside.**—The Limber-strokes and Bilge-strokes are Greenheart.

The Ceiling, Lower Hold, and between Decks Greenheart Shelf Pieces and Clamps Greenheart.

**Fastenings.**—To Hold Beams British Oak & Iron Triple Lacing Bars

and 20 pair of Three riders, through bolted & clenched.

Deck Beams, Scots Pine with 13<sup>1</sup>/<sub>2</sub> & 14<sup>1</sup>/<sub>2</sub> Triple Lacing Bars

22 pair of triple standards & one pair of hanging bars, through bolted & clenched.

Number of Breasthooks Four. Pointers 2 pair. Crutches Four.

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

Bilge and Limber Strakes Scots Pine bolted through and clenched. Treenails of Scots Pine How Madured.

Thickstuff over Double Floors Scots Pine 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 Malcolm Surveyor's Signature J. G. Burns

ABM4-0248

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2004 Abn

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N°.		Fathoms.	Inches.	N°.	Weight.	
	Fore Sails,	Chain .....	240	1½	Bower, .....	3 19-2-26
	Fore Top Sails,	Hempen Stream Cable .....	50	34	Patent .....	23-0-6
<i>Gunsights Comptd</i>	Fore Topmast Stay Sails,	Hawser .....	90	7	Stream, .....	21-1-0
	Main Sails,	Towlines .....	90	9		1 7-11-9
	Main Top Sails,	Warp .....	90	5	Kedge, .....	2 4-1-8
	and all Masts.	All of <u>good</u> quality.			3 8-3-15	

Her Standing and Running Rigging all Haw. sufficient in size and Good, in quality.She has One Long Boat and Two OthersThe present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Good

## General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>Febt 15<sup>th</sup> 1861.</u>
	2nd. When the Beams are put in, &c.	<u>March, 22<sup>nd</sup>/</u>
	3rd. { When completed, and before the plank be painted or payed}	<u>July, 35<sup>th</sup>/ 61.</u>

This Vessel is well built of good & sound material, for the twelve years grinded fastened with yellow metal, to the entire exclusion of Iron Nails & bolts. In accordance with Rule Sect 45, for an additional period of another year, she has a round Stern & Plank Deck, 16 pair of diagonal plates fitted inside the framework in accordance with rule Sect 39, a pair of sisterhead sons fitted over the short floor heads of green wood 9 feet long, 9 in by 13, also a side keelson of green wood 8 in. moulded, the whole bolted in accordance with Rule Sect 39. The garboard strakes are horizontally bolted through the keel & each other & clinched. The efficiency of the Caulking has been proved by a piece being cut out of the planks between big & light water mark, & found in good condition. The vessel is well fitted with all necessities for her future Voyage

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good.If Sheathed, Doubled, Felted, or Coppered Yellow Metal of felt When last done 1861.I am of opinion this Vessel should be Clasped 13 A. b.

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

Special .....£ 20:10: -

Certificate ....£ - : -

Committee's Minute 30<sup>th</sup> August 1861. Number of Days 10 Month March Year 1861Character assigned A 1 for 13 Years*W. H. W. Phillips**W. H. W. Phillips*

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