

551

No. 551 Survey held at Chepstow Date 3rd March 1841  
on the Brig Helen Master \_\_\_\_\_  
Tonnage 126 Built at Chepstow When built March 1841  
By whom built Oliver Chapman Owners Oliver Chapman  
Port belonging to Chepstow Destined Voyage \_\_\_\_\_  
If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet. <u>74</u> Inches. <u>9</u>	Extreme Breadth	Feet. <u>21</u> Inches. <u>7</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>4</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each	Inches.	Inches.	Inches.	Inches.
Floors	sided	<u>10 1/2</u>	Moulded	<u>11</u>	
1st Foothooks	"	<u>8 1/2</u>	"	<u>9</u>	
2nd Ditto	"	<u>6 3/4</u>	"	<u>7 1/2</u>	
3rd Ditto	"	<u>6 1/2</u>	"	<u>7</u>	
Top Timbers	"	<u>12</u>	"	<u>14 1/2</u>	
Deck Beams ....N°. of <u>18</u>	"	<u>7 1/2</u>	"	<u>7 1/2</u>	
Hold Beams ....N°. of <u>6</u>	"	<u>9</u>	"	<u>9</u>	
Keel	"	<u>9</u>	"	<u>12</u>	
Kelsons	"	<u>12</u>	"	<u>13 1/2</u>	
<b>Size of Bolts in Fastenings.</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/2</u>	<b>Copper.</b>		Inches.	
Scarpns of Keel.....N°. <u>6</u>	<u>7/8</u>	<b>Copper.</b>		Inches.	
Floor Timber Bolts	<u>1</u>	Bolts thro' the Bilge and Foot Waling		<u>5/8</u>	Hold Beam
Kelson ditto	<u>1</u>	Butt End Bolts		<u>5/8</u>	Deck Beam
Transoms and throats of Hooks	<u>1</u>	Lower Pintle of the Rudder		<u>2 3/4</u>	
Arms of Hooks	<u>1</u>				same in Iron above the Copper

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 to 3 Inches. The Space between the Top-timbers is 2 to 7 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of do do The Shifts of the first and second Foothooks are not less than 3 feet 9 inches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 feet The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is the same

The ~~alternate~~ Frames are bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1/3 to 1/4 of the entire moulding at that place. The Frame is chocked with a Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of English Oak The Scarpns of the Kelsons are not less than 7 feet inches. The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Elm From the first Foothook Heads to the Light Water Mark of English Oak From the Light Water Mark to the Wales of do do The Wales and Black-strakes are of English Oak The Topsides of English Oak The Sheer-strakes and Plank-sheers of do do The Water-ways of do do The Decks of Yellow Pine State of very good The Shifts of the Planking are not less than 8 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 & four between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak The Ceiling, Lower Hold, of English Oak Between Decks of English Oak Shelf Pieces of do do Clamps of do do

**Fastenings.**—To Hold Beams Stringers, double lodging wood Nails under the fore cooth & lodin beam 3. Midship beams with housing Nails and 2 triangular iron Nails to each beam Deck Beams Shelf and double lodging wood Nails and 4 hanging Nails on either side Number of Breasthooks four Pointers two Crutches 1 Transom Nails and a transom over the stern timbers, Nails Bilge and Footwaling Yellow Metal Bolted through and clenched. Transom and deadwood Nails General Quality of Workmanship very good

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

Builder's Name Oliver Chapman  
Surveyor's Name Ames Wood



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
	Fore Sails,		Chain .....			Bower,
	Fore Top Sails,		Hempen Stream Cable .....			Stream,
	Fore Topmast Stay Sails,		Hawser .....			Kedge,
	Main Sails,		Towlines .....			
	Main Top Sails,		Warp .....			
and			All of _____ quality.			

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_

**General Remarks—Statement and Date of Repairs.**

*I have surveyed this vessel in all her stages, Is well  
worked and secured in all her ports, and the materials are  
all good of their respective kinds*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 12 A

*Mr* The Amount of the Fee.....£ 2 : 0 : 0 is received by me, *James Hood*

Special .....£ 3 : 3 : 0

*Certificate*

Committee's Minute 5<sup>th</sup> March 1841

Character assigned 12 A - *mitting figure*

*To have the figure 1  
is*



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