

No. 836 Survey held at Liverpool Date 17 July 1835
 on the Barge Helvellyn Master W B Bond
 Tonnage 240 Built at Whitehaven When built 1836 September
 By whom built T & J Brackebank Owners W B Bond
 Port belonging to Whitehaven Destined Voyage Liverpool
 If Surveyed Afloat or in Dry Dock Dry Dock

P36
 JPA

Length aloft..... 90 Feet 2 Inches. Extreme Breadth 24 Feet 5 Inches. Depth of Hold 16 Feet 16 Inches.

Scantlings of Timber.

Timber and Space	each	Inches.	Inches Middle	Inches Ends
Floors..... sided		<u>1 1/2</u>	<u>13</u>	
1 st Foothooks.....	"	"	"	"
2 nd Ditto.....	"	"	"	"
3 rd Ditto.....	"	"	"	"
Top Timbers.....	"	<u>8</u>	<u>5 1/4</u>	
Deck Beams.....	"	<u>8 3/4</u>	<u>8 1/2</u>	<u>6 3/4</u>
Hold Beams.....	"	<u>11</u>	<u>10 1/2</u>	<u>8 1/2</u>
Keel.....	"	"	"	"
Kelsons.....	"	<u>14</u>	<u>20</u>	<u>4</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>3 1/2</u>
Bilge Planks.....	<u>4 1/2</u>	Bilge Planks.....	<u>3 1/4</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>2</u>
Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>2</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	
Water-ways.....	<u>7</u>	Hold Beam Shelves.....	
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	

Size of Bolts in Fastenings.

Copper.

Heel-Knee, and Dead Wood abaft.....
 Scarphs of Keel..... N°.
 Floor Timber Bolts.....
 Kelson ditto.....
 Transoms and throats of Hooks.....
 Arms of Hooks.....

Copper.

Bolts thro' the Bilge and Foot Waling.....
 Butt End Bolts.....
 Lower Pintle of the Rudder.....

Iron.

Hold Beam.....
 Deck Beam.....

same in Iron above the Copper.....

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is 4 3/4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African Oak and are _____ free from all defects. as far as visible
 Her Floors and first Foothooks are composed of English Oak Timber. appears good
 Her other Foothooks and Top Timbers of English Oak good
 Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____
 The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is all in sight well squared
 The alternate Frames are _____ bolted together.
 The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.
 The Frame is _____ chocked with _____ Butt at each end of the chock.
 The Main Kelson is composed of Pine good and the False Kelson of _____
 The Scarphs of the Kelsons are not less than _____ feet _____ inches.
 The Deck and Hold Beams are composed of African Oak good

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____
 From the first Foothook Heads to the Light Water Mark of American Elm African Oak good
 From the Light Water Mark to the Wales of African Oak good
 The Wales and Black-strakes are of African Oak good
 The Topsides of African Oak good
 The Sheer-strakes of African Oak good
 The Gunwales of African Oak good Water-ways of African Oak solid good
 The Shifts of the Planking are not less than up to 2 & 3 between N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of African Oak good the Stringers of African Oak good
 The Bilge Planks of African Oak good and the remainder of the Ceiling of African Oak good

Fastenings.—To Hold Beams double Stringer Beams double bolted
 Deck Beams Stringer Beams double bolted
 Number of Breasthooks none Pointers none Crutches none
 Butts End Bolts are of none in the Bottom, and _____ Bolt in each Butt End through and clenched.
 Bilge and Footwaling Copper bolted through and clenched.
 General Quality of Workmanship Very good

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

Builder's Name _____

Surveyor's Name _____



LW 573-0033

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	190	Chain	1 1/2	3 Bower,
2	Fore Top Sails,	80	Hempen Stream Cable.....	8	1 Stream,
2	Fore Topmast Stay Sails,	90	Hawser	1	2 Kedge,
2	Main Sails,	90	Towlines	4	All of proper weight.
2	Main Top Sails,		Warp		
and well found in other sails		All of <u>good</u> quality.			

Her Standing and Running Rigging is upheld good sufficient in size and in quantity in quality.

She has cleared Long Boat and Pinman & Blanche Jolly Boat

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

*A well built Vessel good Materials in very good
order well found fit to carry dry & general cargo
with perfect safety*

If Sheathed, Doubled, or Felted, sheathed with copper on paper
and Date when last done July 1835

And _____ of opinion this Vessel should be Classed 10 A-1

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, Robert Hamilton

Committee Minute 4 August 1835

Character assigned A 1 for 9 Years
Appd

*No 836
Barque Melville
240 tons*

