

No. 2799 Survey held at Liverpool Date April 1839  
 on the Ship "Helen Stuart" Master Stewart  
 Tonnage 353 Built at Liverpool When built Launched April 1839  
 By whom built Humble & Milner Owners Bald & Starkey  
 Port belonging to Liverpool Destined Voyage Canton  
 If Surveyed Afloat or in Dry Dock during building

2799

Length aloft .....	Feet. Inches.	110	9	Extreme Breadth .....	Feet. Inches.	26	0	Depth of Hold .....	Feet. Inches.	10	0
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>							
Timber and Space.....	each	15									
Floors.....	sided	11	Moulded								
1 <sup>st</sup> Foothooks.....	"	9	"								
2 <sup>nd</sup> Ditto.....	"	8	"								
3 <sup>rd</sup> Ditto.....	"	7	"								
Top Timbers .....	"	7	"								
Deck Beams ....N <sup>o</sup> . of .....	"	10	"								
Hold Beams ....N <sup>o</sup> . of .....	"	11	"								
Keel .....	"	12	"								
Kelsons .....	"	14	"								
				<b>Size of Bolts in Fastenings.</b>							
<b>Copper.</b>				<b>Copper.</b>				<b>Iron.</b>			
Heel-Knee, and Dead Wood abaft .....	Inches.	5	4	Bolts thro' the Bilge and Foot Waling .....	Inches.	3	4	Hold Beam .....	Inches.	1	3
Scarpns of Keel.....N <sup>o</sup> .	5	1	8	Butt End Bolts .....	3	4	Deck Beam .....	1			
Floor Timber Bolts .....	1	8		Lower Pintle of the Rudder .....	3	2					
Kelson ditto .....	1	8									
Transoms and throats of Hooks .....	1	8									
Arms of Hooks .....	1	8									

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2<sup>3</sup>/<sub>4</sub> Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African 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 English Oak  
 The Shifts of the first and second Foothooks are not less than 4<sup>1</sup>/<sub>2</sub> ft 0 in N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are 5 feet to 8 feet  
 The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —

The ~~alternate~~ Frames are each bolted together. N. B. If not, state how bolted. every timber framed  
 The Butts of the Timbers are — close together; their thickness not less than 1/<sub>3</sub> of the entire moulding at that place.  
 The Frame is cross chocked with a Butt at each end of the chock. if not less than 1 ft 6 in  
 The Main Kelson is composed of African Oak and the False Kelson of none  
 The Scarphs of the Kelsons are not less than 0 feet 6 inches.  
 The Deck and Hold Beams are composed of English & African Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Quebec Elm  
 From the first Foothook Heads to the Light Water Mark of English & African Oak  
 From the Light Water Mark to the Wales of English & African Oak  
 The Wales and Black-strakes are of English & African Oak The Topsides of English & African Oak  
 The Sheer-strakes and Plank-sheers of English & African Oak The Water-ways of pitch pine  
 The Decks of yellow pine State of new & good  
 The Shifts of the Planking are not less than 6 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

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

**Fastenings.**—To Hold Beams Stringer above & below & plates - and Iron Staple Standard in three deck  
 Deck Beams Stringer, Iron Staple, logging knees & 9 pair of Iron Staple Standards  
 Number of Breasthooks five — Pointers two Crutches 1  
 Butts End Bolts are of Copper in the Bottom, and a 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 Humble & Milner  
 Surveyor's Name J Bayley



Her Masts, Yards, &c. are in good 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> .	
2	Fore Sails,	240	Chain .....	1 7/8	3	Bower
2	Fore Top Sails,	90	Hempen Stream Cable .....	8	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser .....	6	1	Kedge,
2	Main Sails,	90	Towlines .....	5 1/2		
2	Main Top Sails,	90	Warp .....	4 1/2		
and <u>is well found</u>			All of <u>good</u> quality.			


Her Standing and Running Rigging Strong sufficient in size and good in quality.

She has one Cannel Long Boat and two others

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

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

This vessel has been surveyed by me whilst building at the periods prescribed by the Rules - Her materials & Workmanship are of the best description - all the Regulations for a 12 A Ship have in my opinion been strictly complied with.

The fastenings to her lower deck beams consist of strangers above & below with triangular plates at the beam ends, three feet long thus  with bolts through strangers & side of 1 3/8 inches diameter and in addition nine pair of Iron Standards in the lower deck

This fastening I have before seen applied in the Caledonia No. 28 in the Register Book where it has answered remarkably well without Staple Standards -

She is fit for the conveyance of dry & perishable Cargoes to and from all parts of the World with Safety.

If Sheathed, Doubled, Felted, or Coppered on paper to water When last done April 1839

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

The Amount of the Fee.....£ 4: 4: - is received by me, W. Scholes

Special .....£ : :

Committee's Minute 7 May 1839

Character assigned A 1 for 12 years



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