

No. 1772 Survey held at Sunderland Date September 1840  
 on the B<sup>d</sup> "Helen Mary" Master Thos. Palmer  
 Tonnage old 377 new 379 Built at Sunderland When built 1840  
 By whom built S. and P. Mills Owners Robert & A. Joulman & Co  
 Port belonging to London Destined Voyage India  
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 99	Inches. 6	Extreme Breadth	Feet. 26	Inches. 0	Depth of Hold	Feet. 18	Inches. 3
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	Inches. 13½	Inches. Middle 12½	Inches. Ends 10	Outside.	Inches. 3	Inside.	Inches. 4
Floors	sided	12½	Moulded	12½	Keel to Bilge	3	Foot Waling	4
1 <sup>st</sup> Foothooks	"	10	"	9	Bilge Planks	4½	Bilge Planks	4
2 <sup>nd</sup> Ditto	"	9-10	"	8	Bilge to Wales	3	Ceiling in Flat	2½
3 <sup>rd</sup> Ditto	"	8	"	7½	Wales	5	Ditto Bilge to Clamp	2½
Top Timbers	"	7	"	5	Topsides	2¾	Hold Beam Clamps	4
Deck Beams .... N <sup>o</sup> . of 14 9 total 23	"	9	"	9 5	Sheer Strakes	3½	Deck Beam Ditto	3
Hold Beams .... N <sup>o</sup> . of 15	"	11	"	11 8½	Plank Sheers	3	Ceiling 'twixt Decks	2
Keel	"	11	"	10	Water-Ways	6	Hold Beam Shelves	2 by 6
Kelsons	"	12½	"	14	Upper Deck	3	Deck Beam Ditto	"

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	<u>C. 1/8</u>	Bolts thro' the Bilge and Foot Waling	<u>C. 3/4</u>	Hold Beam	<u>7/8</u>
Scarp of Keel N <sup>o</sup> . <u>8</u>	<u>C. 3/4</u>	Butt End Bolts	<u>C. 3/8</u>	Deck Beam	<u>7/8</u>
Floor Timber Bolts	<u>C. 1</u>	Lower Pintle of the Rudder	<u>3</u>	same in Iron above the Copper	
Kelson ditto	<u>C. 1/8</u>				
Transoms and throats of Hooks	<u>C. 1</u>				
Arms of Hooks	<u>C. 1/2</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 4 Inches. The Space between the Top-timbers is 4.5.6 Inches. The Stem, Stern Post, are composed of English Oak—the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak—and are app<sup>ly</sup> 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 3/4 to 4 feet. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good throughout—

The Frame is squarely well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well square—

The alternate Frames are all bolted together. to Wales. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is Cross chocked with a Butt at each end of the chock.

The Main Kelson is composed of Apician Oak—and the False Kelson of Kemel Oak 6½ in.

The Scarphs of the Kelsons are not less than 6 feet 0 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 Elm—

From the first Foothook Heads to the Light Water Mark of Foreign Oak—

From the Light Water Mark to the Wales of Apician and English Oak—

The Wales and Black-strakes are of Apician & English Oak—The Topsides of Pitch Pine—

The Sheer-strakes and Plank-sheers of English Oak—The Water-ways of Pitch Pine—

The Decks of Yellow Pine—State of

The Shifts of the Planking are not less than 5 Feet 0 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 2 and 3—mostly 3 between

**Planking Inside.**—The Limber-strakes are composed of Kemel Oak—the Bilge Planks of Kemel Oak—

The Ceiling, Lower Hold, of Kemel Oak—Between Decks of English Oak—

Shelf Pieces of Apician Oak—Clamps of English Oak—

**Fastenings.**—To Hold Beams Iron League Pieces; Stringer on the lip, and 9 Iron Pins, also 2 Bangs Standards each side.

Deck Beams One Wood Piece and Iron Lig Hanging Piece: Waterways dowelled.

Number of Breasthooks Five and Stemson. Pointers one pair: One Iron Crutches also one Wood & 2 Iron Transom Pieces each side 3

Butts End Bolts are of Copper—in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Good—

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

Builder's Name

Surveyor's Name



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,	200	Chain .....	15	3	Bower, 16. 15. 15. Patent Anchor
1	Fore Top Sails,	60	<del>Chain</del> Stream Cable .....	3/4	1	Stream, 4 1/2
2	Fore Topmast Stay Sails,	75	Hawser .....	7/8	1	Kedge, 1 1/4
1	Main Sails,	90	Towlines .....	6 1/2		
2	Main Top Sails,	90	Warp .....	5 1/2		
and <u>Stiff in other sails</u>			All of <u>good</u> quality.			

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

She has One Long Boat and 20th Boat

The present state of the Windlass is Suff Capstan Winch Suff and Rudder and Braces good and Suff.  
with extra pieces

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

Frame is of good scantling and of well sound healthy quality -  
properly wrought. Stepped and shifted throughout and is well secured  
Can fast properly stepped and bolted. The scantling and quality of hold and  
Deck Beams good and well secured

The quality of planking both outside and inside appear good  
well wrought and shifted and free from sap; Stunails of dry Oak -  
a few planks in Casing shank of Stunails Shungs: but are fastened on with  
Nails and Bolts

Upper and Lower D. Beams. Run. Hooks well and sufficiently secured

Commenced building in March 1840 Launched August 1840 was  
Surveyed as follows  $\frac{29}{5} : \frac{18}{6} : \frac{13}{7} : \frac{22}{7} : \frac{5}{8}$

If Sheathed, Doubled, Felted, or Coppered Muntz's Metal Felted When last done August 1842

I am of opinion this Vessel should be Classed 10 A. 1.

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,  
Special .....£ : :

Committee's Minute 15th Septe 1840

Character assigned 10 A. 1.



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