

No. 3268 Survey held at Sunderland Date June 3 1847
 the B. Wellington Master W. G. G. G.
 Tonnage 480 588 Built at Sunderland When built 1847
 By whom built J. S. Leithard Owners Fenwick & Co
 Port belonging to London Destined Voyage London
 if Surveyed Afloat or in Dry Dock during the Building

Length aloft	Feet. <u>122</u> Inches.	Extreme Breadth	Feet. <u>29</u> Inches. <u>6</u>	Depth of Hold	Feet. <u>20</u> Inches.
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Scantlings of Timber.	Inches.	Thickness of Plank.	
		Outside.	Inside.
Timber and Space..... each	<u>14</u>		
Floors..... sided	<u>2.5</u>	Moulded <u>13</u> <u>10 1/2</u>	
1st Foothooks.....	<u>11</u>	" <u>9 1/2</u>	
2nd Ditto.....	<u>10.11</u>	" <u>8 1/4</u>	
3rd Ditto.....	<u>9.10</u>	" <u>7 1/2</u>	
Top Timbers.....	<u>8.9</u>	" <u>5 1/4</u>	
Deck Beams N ^o <u>24</u> Average Space } <u>4.54.6</u>	<u>9 1/2</u>	" <u>9 1/2</u> <u>6 1/2</u>	
Hold Beams N ^o <u>20</u> Average Space } <u>4.4.6</u>	<u>13</u>	" <u>13</u> <u>10</u>	
Keel.....	<u>12.13</u>	" <u>10</u>	
Kelsons.....	<u>13 1/4</u>	" <u>14</u>	

Copper or Iron		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Copper or Iron		Inches.		Inches.	
Heel-Knee, and Dead Wood abaft.....	<u>1 1/2</u>	<u>1</u>	Copper or Iron		
Scarpns of Keel..... N ^o <u>8</u>	<u>7/8</u>		Bolts thro' the Bilge and Foot Waling.....	<u>3/16</u>	Hold Beam..... <u>1 1/2</u> <u>1 1/8</u>
Floor Timber Bolts.....	<u>1 1/2</u>		Butt End Bolts.....	<u>3/4</u>	Deck Beam..... <u>1 1/8</u> <u>3/4</u>
Kelson ditto.....	<u>1 1/2</u>		Lower Pintle of the Rudder.....	<u>3 1/2</u>	
Transoms and throats of Hooks.....	<u>1 1/2</u>				
Arms of Hooks.....	<u>1 1/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Mahogany the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and Afr. 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 1 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Sufficient. The Frame is square from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared. The alternate Frames are bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than _____ of the entire moulding at that place. The Frame is not chocked with 2 Butt at each end of the chock. The Main Kelson is composed of Mahogany and the False Kelson of Afr. Oak. The Scarpns of the Kelsons are not less than 6 feet _____ inches. The Deck and Hold Beams are composed of Mahogany & Afr. Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Afr. Oak. From the first Foothook Heads to the Light Water Mark of Eng. Oak. From the Light Water Mark to the Wales of Eng. Oak part East India Teak. The Wales and Black-strakes are of Eng. Oak part Eng. Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of Eng. Oak part Teak. The Water-ways of Eng. Oak. The Decks of Yaspine State of good. The Shifts of the Planking are not less than 5 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 3 Strakes between

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

Fastenings.—To Hold Beams Iron Staple Loozing Nuts. To Hold Deck Beams Iron Staple Loozing Nuts also 10 Iron Hanging Nuts and 9 Stand and each side connected with the Hold Beams. Number of Breasthooks seven of wood & iron Pointers two pairs Iron Hook Crutches the ship Iron each side. Butts End Bolts are of Yaspine in the Bottom, and the 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 Signature _____ Surveyor's Signature _____

