

No. 3268 Survey held at Sunderland Date June 3 1847
 the Bk Wellington Master W. Gasky
 Tonnage 480 0/4 Built at Sunderland When built 1847
 By whom built Jas. 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.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each <u>14</u>				
Floors	sided <u>2.13</u>	Moulded	<u>13</u> <u>10 1/4</u>	Outside.	Inches.
1st Foothooks	" <u>11</u>	"	<u>9 1/2</u>	Keel to Bilge	<u>3 1/2</u>
2nd Ditto	" <u>10.11</u>	"	<u>8 1/4</u>	Bilge Planks	<u>4 1/2</u>
3rd Ditto	" <u>9.10</u>	"	<u>7 1/2</u>	Bilge to Wales	<u>4.3 1/2</u>
Top Timbers	" <u>8.9</u>	"	<u>5 1/4</u>	Wales	<u>5</u>
Deck Beams No <u>24</u>	Average Space } <u>4 1/4</u>	"	<u>9 1/2</u> <u>6 1/4</u>	Topsides	<u>3</u>
Hold Beams No <u>20</u>	Average Space } <u>4 1/4</u>	"	<u>13</u> <u>10</u>	Sheer Strakes	<u>4</u>
Keel	" <u>12.13</u>	"	<u>10</u>	Plank Sheers	<u>4</u>
Kelsons	" <u>13 1/4</u>	"	<u>14</u>	Water-Ways	<u>5 1/2</u>
				Upper Deck	<u>3 1/2</u>
				Inside.	Inches.
				Foot Waling	<u>4</u>
				Bilge Planks	<u>4 1/2</u>
				Ceiling in Flat	<u>3</u>
				Ditto Bilge to Clamp	<u>3</u>
				Hold Beam Clamps	<u>4 1/2</u>
				Deck Beam Ditto	<u>3 1/4</u>
				Ceiling 'twixt Decks	<u>2 1/2</u>
				Hold Beam Shelves	<u>12 x 6</u>
				Deck Beam Ditto	"

Size of Bolts in Fastenings, distinguishing whether			Iron.		Inches.
Copper or Iron.	Inches.	Copper or Iron.	Inches.		
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>	Boots thro' the Bilge and Foot Waling	<u>3/16</u>	Hold Beam	<u>1 1/2</u> <u>1 1/8</u>
Scarpns of Keel	No. <u>8</u>	Butt End Bolts	<u>3/4</u>	Deck Beam	<u>1 1/8</u> <u>3/4</u>
Floor Timber Bolts	<u>1 1/2</u>	Lower Pintle of the Rudder	<u>3 1/2</u>		
Kelson ditto	<u>1 1/2</u>				
Transoms and throats of Hooks	<u>1 1/2</u>				
Arms of Hooks	<u>1 1/2</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 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 not bolted together. 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 not choiced with 2 Butt at each end of the choick.
 The Main Kelson is composed of Mahogany and the False Kelson of Am. Oak
 The Scarpns of the Kelsons are not less than 6 feet 10 inches. Mahogany
 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 Am. Oak
 From the first Foothook Heads to the Light Water Mark of Am. Oak
 From the Light Water Mark to the Wales of Am. Oak
 The Wales and Black-strakes are of Am. Oak The Topsides of English Oak
 The Sheer-strakes and Plank-sheers of Am. Oak The Water-ways of Am. Oak
 The Decks of Am. Oak State of good
 The Shifts of the Planking are not less than 5 Feet 10 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 English Oak the Bilge Planks of Am. Oak
 The Ceiling, Lower Hold, of Am. Oak Between Decks of Am. Oak
 Shelf Pieces of Am. Oak Clamps of Am. Oak

Fastenings.—To Hold Beams Iron Staple Loozing Nails
 Deck Beams Iron Staple Loozing Nails
 Number of Breasthooks Seven Pointers the pair
 Butts End Bolts are of Am. Oak 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 _____
 FARRINGTON STREET, LONDON.
 Lloyd's Register Foundation
 SLD929-0046

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	240	Chain	1 7/8	3	Bower,	22 - 21 - 20
1	Fore Top Sails,	75	Hempen Stream Cable	8	1	Stream,	5 1/2
2	Fore Topmast Stay Sails,	60	Hawser	1 5/8	1	Kedge,	2 1/2
1	Main Sails,	80	Towlines	6 1/2			
2	Main Top Sails,	2	Warp. P. & S. P. & S.	5 1/4			
and usual outfit			All of <u>Good</u> quality.				

Her Standing and Running Rigging Good sufficient in size and Good in quality.

She has One Long Boat and Two other Boats

The present state of the Windlass is Sound Capstan Sound and Rudder Sound
With much more

General Remarks—Statement and Date of Repairs.

Was regularly Surveyed during the Building. Notes taken at the following dates
15. 15. 22. 15. 22. 18. 25
2. 3. 3. 4. 4. 5. 5

This Vessel is extra fastened. There being more Iron Nails and Strands than the Rules require; she has Stakes of thick plank brought inside at the head foothook head which are securely bolted & clinched through the side; She is also solid Timbered at the Head with half floor, Scapled upon the lower foothook head

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

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

The Amount of the Fee.....£ 5 : - is received by me,

Special£ : :

Certificate (if required)£ : 10 :

Committee's Minute 4th June 1847

Character assigned A 1 per 10 tons

Given: A Certificate of the Class
is signed as per the Convention
AB



Lloyd's Register
Foundation