

No. 3473 Survey held at Sunderland Date Feb 15/2/48 1848
on the Bth Helen Stewart Master Buchan Buchanan
Tonnage 348 000 Built at Sunderland When built 1848
By whom built W. Harkas Owners W. S. Lindsay
Port belonging to London Destined Voyage India
If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	11			26	3		17	

Scantlings of Timber.				Thickness of Plank.			
		Inches.					
Timber and Space.....	each	12 1/2			Outside.	Inches.	Inside.
Floors.....	sided	11	Moulded	11 1/2 10 1/2	Keel to Bilge	3	Foot Waling
1 st Foothooks.....	"	9	"	8 1/2	Bilge Planks	4	Bilge Planks
2 nd Ditto.....	"	8 1/2	"	8 1/4	Bilge to Wales	3	Ceiling in Flat
3 rd Ditto.....	"	8	"	7	Wales	4 1/4	Ditto Bilge to Clamp
Top Timbers	"	7 1/8	"	5	Topsides	2 1/2	Hold Beam Clamps
Deck Beams 24 N°. of 4 to 4 1/2	"	9	"	9 6	Sheer Strakes	3 1/4	Deck Beam Ditto.....
Hold Beams 16 N°. of 3 1/8 to 7/4	"	11 1/2	"	11 1/2 8 1/2	Plank Sheers.....	3	Ceiling 'twixt Decks
Keel	"	11	"	9 1/2	Water-Ways	6 1/2	Hold Beam Shelves
Kelsons	"	12 1/2	"	13 1/2	Upper Deck	3	Deck Beam Ditto.....

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. The Space between the Top-timbers is 4 to 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free 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 fully squared from the first Foothook Heads upwards, and fully free from sap, and from thence downwards, the frame is fully well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. Full framed. 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 fully chocked with a Butt at each end of the chock. The Main Kelson is composed of Mahogany and the False Kelson of Amer. Oak. The Scarpshs of the Kelsons are not less than 5 feet 9 inches. The Deck and Hold Beams are composed of English Oak and Mahogany.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. Oak. From the first Foothook Heads to the Light Water Mark of Foreign Oak and Mahogany. From the Light Water Mark to the Wales of Mahogany; Brazil Hardwood; Spaul Eng Oak (all good). The Wales and Black-strakes are of Mahogany; Brazil Hardwood; Spaul Eng Oak. The Topsides of Mahogany; Spaul Eng Oak. The Sheer-strakes and Plank-sheers of Brazil; Mahogany; Spaul Eng Oak. The Water-ways of Red Pine. The Decks of Go Pine 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 full between

Planking Inside.—The Limber-strakes are composed of Stettin Oak the Bilge Planks of Amer. Stettin Oak. The Ceiling, Lower Hold, of Stettin Oak Between Decks of Brazil Hardwood; Spaul Eng Oak. Shelf Pieces of Foreign Oak Clamps of Stettin Oak.

Fastenings.—To Hold Beams Iron Staple Lodging Nails; 9 Iron Hanging Nails and 4 Standard. Deck Beams One Wood Lodging Nail and an Iron Lodging Nail. Number of Breasthooks Six Pointers the pair; Iron Hook left, Crutches One and 2 Season Nails. Butts End Bolts are of Galmetal 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 Sound.

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 ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 1/4	3	Bower, 16 1/2 : 16 : 16
2	Fore Top Sails,	70	Hempen Stream Cable	8	1	Stream, 5 ^c
2	Fore Topmast Stay Sails,	60	Hawser	7 1/2	1	Kedge, 2 1/2 ^c
1	Main Sails,	75	Towlines	5 1/2		
2	Main Top Sails,	75	Warp	4 1/2		
	and <u>well found</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging Hemp 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 Wreck and Rudder Sound
with purchase

General Remarks—Statement and Date of Repairs.

Was regularly Surveyed during the Building according to Rules

If Sheathed, Doubled, Felted, or Coppered For Metal to Rule When last done July 1848

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

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

Special£ : :

Committee's Minute 15th July 1848

Character assigned A

Attest. A Certificate of Class is required to be sent to the Office of Mr. Lindsay, No. 3, Abchurch Lane, King William St.



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