

No. 3683 Survey held at Sunderland Date 24/9/48 1848
on the Bk "West" Master J. C. Bauer
Tonnage 366 Built at Sunderland When built 1848
By whom built W. Hilton Owners Thomas West
Port belonging to London Destined Voyage Batavia
If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 107 Inches. 6	Extreme Breadth	Feet. 27 Inches. 6	Depth of Hold	Feet. 18 Inches. 6	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches. 13 1/4	Inches. Middle 11 Inches. Ends 10	Outside.	Inches.	Inside.	Inches.
Floors	sided 11	Moulded 11	Keel to Bilge	3	Limber Strakes	3 1/2
1 st Foothooks	" 9.10	" 9	Bilge Planks	4	Bilge Planks	4
2 nd Ditto	" 9	" 8 1/2	Bilge to Wales	4 3/4	Ceiling in Flat	3
3 rd Ditto	" 8.9	" 7 1/4	Wales	4 1/2	Ditto Bilge to Clamp	3 3/4
Top Timbers	" 8	" 5 1/4	Topsides	2 3/4	Hold Beam Clamps	1 1/2
Deck Beams N ^o 26	Average Space } 3/8 to 4 ft	" 9	Sheer Strakes	3 3/4	Deck Beam Ditto	3 3/4
Hold Beams N ^o 16	Average Space } 3/8 to 7/4	" 11 1/2	Plank Sheers	3 1/4	Ceiling 'twixt Decks	2 1/4
Keel	" 11	" 10	Water-Ways	6 1/2	Hold Beam Shelves	"
Kelsons	" 12 3/4	" 13	Upper Deck	3 1/4	Deck Beam Ditto	"

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2.4 Inches. The Space between the Top-timbers is 4.5.6 Inches. The Stem, Stern Post, are composed of Afr. Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng. Oak and are apply free from all defects. The Floors and first Foothooks are composed of Eng. Oak Timber. The other Foothooks and Top Timbers of Eng. Oak, a few Timbers of P. 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 good The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared throughout The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the choek. The Main Kelson is composed of Mahogany and the False Kelson of Eng. Oak 8 The Scarphs of the Kelsons are not less than 6 feet inches. The Deck and Hold Beams are composed of Mahogany and Eng. Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am. Rock Elm From the first Foothook Heads to the Light Water Mark of Eng. Oak and Mahogany From the Light Water Mark to the Wales of Mahogany Sp. Oak Eng. Oak The Wales and Black-strakes are of Afr. and Eng. Oak The Topsides of Mahogany The Sheer-strakes and Plank-sheers of Eng. Oak P. Oak The Water-ways of Mahogany The Decks of Yellow pine State of good The Shifts of the Planking are not less than 3 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 1 Strake between

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

Fastenings.—To Hold Beams Iron Lodging Nuts, 8 Iron Lodging Nuts and 7 Staple Deck Beams Iron Lodging Nuts, and 10 Iron Lodging Nuts each side, also the Number of Breasthooks Six Pointers three the Crutches 2 Transoms Standard side Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 10 bolted through and clenched. Treenails of Eng. Oak (Kelson turn) General Quality of Workmanship very good throughout

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

Builder's Signature

Surveyor's Signature

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	5 1/4	3	Bower, 16 1/2 - 16. 15 1/2
1	Fore Top Sails,	75	Hempen Stream Cable	8 1/2	1	Stream, 5 ^c
2	Fore Topmast Stay Sails,	70	Hawser	1 1/2	1	Kedge, 1 1/4
1	Main Sails,	80	Towlines	5 3/4		
2	Main Top Sails,	2	Warp <u>100 lbs.</u>	4 1/2 3/4		
and <u>100 lbs. 100 lbs.</u>			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 Secure Capstan Winch and Rudder Secure
with purchase

General Remarks—Statement and Date of Repairs.

*Was regularly and specially surveyed during the Building according to Rules
and in every way eligible for the Class recommended. Decks Copper fastened also
all other Boats ~~from the frame~~ when the floor beam are of Yellow Metal to the exclusion
of Iron Boats -*

If ~~Sheathed, Doubled, Felted, or Coppered~~ C. Yellow Metal

When last done Aug^r 1848
Bills produced 2.12.60

I am of opinion this Vessel should be Classed 13 A.1

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

Special£ 15 : 15 :

Certificate (if required)£ : 10 :

Committee's Minute 22nd Sept 1848

Character assigned 13 A.1

A Certificate of Class assigned



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