

No. 190 Survey held at Topham Date June 7<sup>th</sup> 1845  
on the Bugantine Helmsley Master William Parker  
Tonnage 99 Built at Selby When built 1820  
By whom built \_\_\_\_\_ Owners William Parker  
Port belonging to Leith Destined Voyage Newport  
If Surveyed Afloat or in Dry Dock now down and out

Length aloft ..... 64 6 Extreme Breadth ..... 18 0 Depth of Hold ..... 10 2

Scantlings of Timber.				Thickness of Plank.			
	Feet.	Inches.		Outside.	Inches.	Inside.	Inches.
Timber and Space.....	each	<u>22</u>		Keel to Bilge .....		Foot Waling .....	<u>2</u> <u>1</u> <u>2</u>
Floors.....	sided	<u>10</u>	Moulded	<u>11</u>		Bilge Planks .....	<u>3</u> <u>1</u> <u>2</u>
1 <sup>st</sup> Foothooks.....	"	"	"	"		Ceiling in Flat .....	<u>2</u>
2 <sup>nd</sup> Ditto.....	"	"	"	"		Ditto Bilge to Clamp .....	<u>2</u>
3 <sup>rd</sup> Ditto.....	"	"	"	"		Hold Beam Clamps .....	
Top Timbers .....	"	<u>6</u>	"	<u>5</u>		Deck Beam Ditto.....	<u>2</u> <u>1</u> <u>2</u>
Deck Beams .... N <sup>o</sup> . of <u>16</u> .....	"	<u>9</u>	"	<u>8</u> <u>7</u>		Ceiling 'twixt Decks .....	
Hold Beams .... N <sup>o</sup> . of <u>2</u> .....	"	<u>9</u>	"	<u>8</u> <u>7</u>		Hold Beam Shelves .....	
Keel .....	"	<u>10</u>	"	"		Deck Beam Ditto.....	<u>4</u> <u>1</u> <u>2</u>
Kelsons .....	"	<u>12</u>	"	<u>24</u> <u>10</u>			

Size of Bolts in Fastenings.		Iron.	
Copper.	Inches.		Inches.
Heel-Knee, and Dead Wood abaft .....		Hold Beam .....	
Scarphs of Keel..... N <sup>o</sup> . .....		Deck Beam .....	
Floor Timber Bolts .....			
Kelson ditto .....			
Transoms and throats of Hooks .....			
Arms of Hooks .....			
		same in Iron above the Copper.....	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are \_\_\_\_\_ free from all defects.

The Floors and first Foothooks are composed of Ditto Timber.

The other Foothooks and Top Timbers of \_\_\_\_\_  
The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_  
The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_

The alternate Frames are \_\_\_\_\_ bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.

The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of English Oak

The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ 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 English Elm

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of \_\_\_\_\_

The Sheer-strakes and Plank-sheers of \_\_\_\_\_

The Decks of Red & Yellow Pine State of Good

The Shifts of the Planking are not less than 4 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 two & three between the Bilge Planks of American Elm

**Planking Inside.**—The Limber-strakes are composed of American Elm Between Decks of Pine

The Ceiling, Lower Hold, of American Elm Clamps of Antique Oak

Shelf Pieces of Antique Oak

**Fastenings.**—To Hold Beams Antique Oak

Deck Beams \_\_\_\_\_ Crutches \_\_\_\_\_

Number of Breasthooks Four Pointers \_\_\_\_\_

Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron bolted through and clenched.

General Quality of Workmanship very tolerable

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

Builder's Name \_\_\_\_\_

Surveyor's Name John Holman



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,	150	Chain .....	7/8	2	Bower, 8-0-0 each
2	Fore Top Sails,	70	Hempen Stream Cable .....	5	1	Stream, 2-1-0
2	Fore Topmast Stay Sails,	70	Hawser .....	4 1/2	1	Kedge, 1-0-0
1	Main Sails,	70	Towlines .....	3 1/2		
1	<del>Main</del> Top Sails,		Warp .....			
	and all other maysay sails		All of <u>Good</u> quality.			

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

She has One Long Boat and

The present state of the Windlass is Good Capstan Good and Rudder Good

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

This Vessel is just purchased by the present Owner, on examination I can perceive many new top timbers (visible) through the Air Ports, much of her Ceiling and Decks has been recently new her topside plank appears all newly new

She has now been Caulked all over all new Chain plates and iron work attached and I thank her for the safe conveyance of a dry and perishable cargo on her intended voyage

Be pleased to send me  
a Certificate

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed K. 1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,  
Certificate 5-  
Special .....£ : :

John A. Holman

Committee's Minute 10th June 1845

Character assigned Fit



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