

No. 2117, Survey held at Peterhead, Date June 25, 1883
on the Ship Belosio, Master G. Mitchell
Tonnage Old 740 Built at Peterhead, When built 1862, Launched June 1863
By whom built A. Hall & Co. Owners J. & W. Walker
Port belonging to London, Destined Voyage New Zealand
If Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	173			31	3		18	9
Scantlings of Timber.			Thickness of Plank.					
	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
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	Feet.	Inches.	Feet.</					

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Hold Beam	Waterway	1	-
Scarp of Keel, N° 8	1	1	1	Arms of Hooks	1	1	1	Bolts in	Knees	1	1
Keelson Bolts through Keel at each Floor	1	1	1	Thro' Bilge & Limber Strakes	7	7	7	Deck Beam	Waterway	7	7
Bolts thro' Heels of Timbers against Deadwood	7	7	7	Thickstuff over Double Floors	7	7	7	Bolts in	Knees	7	7
				Butt End Bolts	7	7	7		Shelf or Clamp	7	7
				Pintles of the Rudder	3	3	3	Nails or Bolts in Flat of Deck		13	13
								Treenails	Inches	13	13

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 inches. The Space between the Top-Timbers is 3 inches.

The Floors consist of British Oak. The First Foothooks of British Oak.

The Second Foothooks of British Oak. The Third Foothooks and Top Timbers of British Oak.

The Shifts of the First and Second Foothooks are not less than 4 feet 4. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same.

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is good.

The alternate Frames are all bolted together to the Gunwale. 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 chock. The Main piece of Rudder is British Oak of Windlass is Greenheart.

The Keel is British Oak. The Main Keelson is Greenheart and is free from all defects.

The Stem, and Stern Post of British Oak & Deale. The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak & Deale. Deadwood, British Oak & Deale, and are well free from all defects.

The Deck and Hold Beams of Iron, British Oak & Deale. The Breasthooks of Iron. The Knees of Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is British Oak & Deale.

From the above named Height to the Light Water Mark British Oak, Deale & Greenheart.

From the Light Water Mark to the Wales Deale.

The Wales and Black-strakes are Deale. The Topsides & Sheer-strakes Deale.

The Spirketting and Plank-sheers Deale. The Water-ways { Upper Deck Deale.

The Decks Yellow pine. Lower Deck British Oak.

The Shifts of the Planking are not less than six Feet — Inches. State of Keels & good.

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 Shore, between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart.

The Ceiling, Lower Hold, and between Decks Deale, Greenheart & British Oak. Shelf Pieces and Clamps Greenheart.

Fastenings.—To Hold Beams one pair of Iron rollers, 23 pair of Iron hanging, 32 pair of Iron rollers, in various positions on the ship's side.

Deck Beams secured with 32 pair of Iron hanging rollers, well secured to the beams through bolts & secured to the ship's side.

Number of Breasthooks three. Pointers none required. Crutches three Iron.

Butts End Bolts are of Yellow metal in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes all bolted through and clenched. Treenails of Iron Shore made.

Thickstuff over Double Floors all bolted through and clenched. General Quality of Workmanship Good.

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature A. Hall & Co. Surveyor's Signature G. Mitchell

2117. *abn*
Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and all new.

Don cut
Chain 300 1 1/2
Hempen Stream Cable 60 7/8
Hawser 90 7
Towlines 90 9
Warp 90 5
All of good quality.

Don cut
Bower, 3 24 3/4
Stream, 1 11 1/4
Kedge, 2 4 1/2
3 1/2 25

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has One Long Boat and three others.

The present state of the Windlass is good Capstan good Rudder good Pumps 2 good.

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys
held while building,
as per Section 35.

1st. When the Frame is completed March 16th 1843.
2nd. When the Beams are put in, &c. April 7th
3rd. { When completed, and before the
plank be painted or payed } June 9th 1843.

This vessel is well built of good & sound material for the twelve years grade, and fastened with iron nails and yellow metal bolts to the entire exclusion of iron nails & bolts in accordance with rule Sect 32 for an additional period of one year. She has a round stem full poop & forecabin built in accordance with rule Sect 37, 38 & 41. The united length not exceeding 3/4 the entire length of upper deck. A pair of diagonal plates fitted & bolted inside the frame timbers in accordance with rule Sect 39, 1/4 by 5/8 of six feet apart a pair of sister beams of green heart fitted over the short floor beams sided & nailed 13 inches through bolted in every alternate timber. The garboard strokes are horizontally bolted through the keel & each other & clenched. The bilge and thick strokes over the short floor beam cheeks are through bolted & clenched in accordance with rule Sect 39. Two pair of diagonal plates in way of main & foremast rivetted on top of upper deck beams extending from side to side, 1/2 inch by 6. The stringer plates on beam ends of upper deck, 3/8 by 2 1/2 inches with angle Irons against the frame timbers 3/4 thick 1/2 by 5. Seven deck stringer plates one 3/4 by 2 1/2 inches with 3/4 angle Irons 3 by 3 through bolted in every alternate timber. Plates on each side of hatchways each deck are 1/2 inch by 1/2 well rivetted to beam.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Yellow Metal & paper When last done 1843.

I am of opinion this Vessel should be Classed B.A.A.

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

Special£ 35 : 2 : -

Certificate£ - : - : -

Total received £ 40 : 2 : -

Committee's Minute 30th June 18 63 - 2/63

Character assigned A - for 13th year 5/63

* Cert. allowed to the Builder 7/7/63
14th Dec 1863

Dates of Survey while building,
10. 14. 21. 28 - 5. 11. 16. 19. 25. 28 - 3. 7. 11. 18. 22. 27
3/63 4/63
2. 8. 15. 21. 25. 28 - 1. 5. 9. 13. 16. 18. 22.
5/63 1/63

Lloyd's Register
Foundation