

No. 837 Survey held at Bristol Date 4th Decr 1843  
on the Barque Neve Master B. Noble  
Tonnage 301 old Built at Bristol When built Novr 1843  
352 new  
By whom built Hillhouse Hill & Co Owners Baillie Sons & Co  
Port belonging to Bristol Destined Voyage Semerara  
If Surveyed Afloat or in Dry Dock during the Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	99	4		26	0		18	1
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	sided	12	Moulded	12	Keel to Bilge	2 1/2	Foot Waling	3 1/2
1st Foothooks	"	9	"	10	Bilge Planks	3 1/2	Bilge Planks	3 1/2
2nd Ditto	"	7 1/2	"	8 1/2	Bilge to Wales	3	Ceiling in Flat	2 1/2
3rd Ditto	"	7 1/2	"	8	Wales	4 1/2	Ditto Bilge to Clamp	2 3/4
Top Timbers	"	7 1/4	"	7 1/2	Topsides	2 3/4	Hold Beam Clamps	3 1/4
Deck Beams N° of 13	"	9 1/2	"	8 1/2	Sheer Strakes	3 1/4	Deck Beam Ditto	3 1/4
Hold Beams N° of 12	"	9 1/2	"	6	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel	"	12	"	10	Water-Ways	7	Hold Beam Shelves	5 1/2
Kelsons	"	12	"	16	Upper Deck	3	Deck Beam Ditto	5
Size of Bolts in Fastenings.				Iron.				
Yellow Copper Metal	Inches.	Yellow Copper Metal	Inches.	Iron.				
Heel-Knee, and Dead Wood abaft	1 1/8	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam				
Scarpns of Keel N° 8	3/4	Butt End Bolts	3/4	Deck Beam				
Floor Timber Bolts	3/4	Lower Pintle of the Rudder	2 3/4					
Kelson ditto	1							
Transoms and throats of Hooks	1							
Arms of Hooks	1 1/8							

**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 4 1/2 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 80 Timber.  
The other Foothooks and Top Timbers of 80  
The Shifts of the first and second Foothooks are not less than 4 ft 6 inches 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 free from sap, and from thence downwards, the frame is the same  
The alternate Frames are well 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 chock.  
The Main Kelson is composed of English Oak and the False Kelson of  
The Scarphs of the Kelsons are not less than 6 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 English Oak  
From the Light Water Mark to the Wales of 80  
The Wales and Black-strakes are of 80 The Topsides of English Oak  
The Sheer-strakes and Plank-sheers of 80 The Water-ways of Red pine  
The Decks of Yellow pine State of very 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 three between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak  
The Ceiling, Lower Hold, of English Oak Between Decks of 80  
Shelf Pieces of 80 Clamps of 80

**Fastenings.**—To Hold Beams Triggers, staple from Lading Knees, six iron hanging knees & one rider from the Cabin deck  
Deck Beams half pines, single wood knees, double in the Hatchways, seven iron hanging knees and one staple standard  
Number of Breasthooks four Pointers two Crutches one—Transom knees and transom  
Butts End Bolts are of yellow metal in the Bottom, and a Bolt in each Butt End through and clenched. over the heels of the Stern timbers  
Bilge and Footwaling same bolted through and clenched. Trunnails are all through  
General Quality of Workmanship very good

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

Builder's Name Hillhouse Hill & Co

Surveyor's Name James Hood



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

She has SAILS.

CABLES, &c.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	15/16	3	Bower, <sup>cut</sup> 19. 2. 0 = 18. 2. 0 = 17. 2. 0
1	Fore Top Sails,	100	Hempen Stream Cable .....	7	1	Stream, 33/4
1	Fore Topmast Stay Sails,	100	Hawser .....	4 1/2	1	Kedge, 2
1	Main Sails,	100	Towlines .....	3 1/2		
2	Main Top Sails,		Warp .....			
and	<u>all new</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging Thump sufficient in size and good in quality.

She has one Long Boat and two yawls

The present state of the Windlass is typical Capstan doubtful and Rudder good 2 Wood Pumps  
2 Iron Pulse

General Remarks—Statement and Date of Repairs.

*This vessel has been surveyed in all her stages— is well secured and wrought in all parts and the materials are all good of their respective kinds.*

If Sheathed, Doubled, Felted, or Coppered over paper When last done Dec 1843.

I am of opinion this Vessel should be Classed 12 A 1.

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Special .....£ 15 : 0 : 0

Committee's Minute 5th December 1843

Character assigned A 1 per 12 ton



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