

STEAM VESSELS.

No. 1546 Port of London Date April 25 1835
 Survey of the Schooner Belfast Master J. Middleton
 Tonnage 140? By whom built _____ Where built Belfast
 When built 1821 Owners Genl. A. Co. Port belonging to London
 Destined Voyage Calais
 Surveyed Afloat or in Dry Dock Afloat & in Dry Dock whilst under Repair

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel		Depth of Hold		Outside.		Inside.	
Rake of Stem		Lower Hold		Bottom		Ceiling	2
D° of Stern Post		Between Decks		Bilge Planks		Bilge Planks	
Extreme Breadth				Spongings		Lower Deck Clamps	
Power of Engines <u>2. 40 each = 80 H.P. Power</u>				2 Wales	3 1/2	Upper Deck Clamps <u>Leaky</u>	4
				2 Topsides		Shelf Pieces	4
				2 Shear Strake	3 1/4		
				Plank Shears	4		

Scantling of Timber.					
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.	
Timber and Space, each	9	8 1/2		Oak	
Floors in the middle				"	
1st Foothooks			7	"	
2nd Foothooks					
3rd Foothooks					
Top Timbers					
Deck Beams.....Middle.....		7 1/2	7	Oak & Fir	
<u>Loggang</u>Knees				Oak	
Lower Deck Beams.....Middle.....					
.....Knees					
Paddle Beams		13	13	Oak	
Main Kelson		12	14	Oak & Fir	
Engine and Boiler Sleepers ..	No. 4	Length. 12 ft	Sided Inches. 11	Moulded Inches. 36	Sort of Wood. Oak & Fir

Decks.	
	Inches.
Thickness	2 1/4
Water Ways	

Bolts.	
	Inches.
Heel-Knee, and Dead Wood ..	
Scarphs of the Keel	
Kelson Bolts	
Sleeper Bolts	
Bolts thro' the Bilge and Foot	
Waling	
Butt Bolts	
Lower Deck Beam Bolts	
Hooks forward at throat	
Hooks forward at arms	
Transoms	
Lower Pintle of the Rudder ..	

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit		
Foremast		
Main Mast		
Mizen Mast		

Is generally well found in } well found
 Sails, or otherwise.

Sails.

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron	190	
Hawser	80	6
Towlines	160	5
1st Warp	120	3 1/2
2nd D°		

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } yes

Anchors.

Nos.	
2	Bower
	Stream
1	Kedge

Boats.

Number and Description.

One 15 foot dingy

We certify that the preceding is a correct description of the above-named Vessel and Stores.

Owner's Name _____

Surveyor's Name _____



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1546 *Lon* SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

Timbers in the lengthened part are about 6 inches square with 7/8 openings. In the remaining part of the original vessel they are much closer together but their dimensions could not be ascertained. They kepting as ^{they} other side - As far as ^{they} could be seen, they were of oak in fair condition.

Engine Room.

Floors filled in solid
to the floor heads,
or to what place.
Arrangement of
Sleepers.

Not filled in - Has two Engine Sleepers on each side of the main keelson - extending from the after part of the Boiler to the Foremost Engine Room Bulkhead.

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Of good lengths and fairly shifted. Bottom is described to be Fir and Oak. Males Oak and African. ~~Ceiling~~ Ceiling Fir and Oak. Topsides Fir. Three Strakes ^{of} Oak. The whole of the outside plank is of good quality, and in good condition. Ceiling indifferent (bruised by cargo) workmanship fair.

Fastenings.

Iron or Copper, and
Date when done.

Copper - part from the original; the Deck fastenings have been renewed about 2 years since.

Butt Bolts through
and clenched, or
otherwise.

Bolts and Floor Heads bolted through and clenched. 3 Breast Hooks and Transom Knees. 3 Floor Riders. Part of Beam Knees with two iron knees at each end. The after ones have a lodging knee in addition.

If diagonally trussed
or otherwise.

Not trussed

If Sheathed,
Coppered,
Doubled,
Felted.

Sheathed with 1 1/2 Fir over Patent Felt in Oct^r 1834

Repairs.

Stated to have been lengthened and raised at Deptford about 2 years since - In October last had new Bilge Pieces inside - Bottom caulked & generally overhauled.

General Observations
and Opinion as
required by the
Instructions.

This vessel appears to have been originally weak in her construction and has additional securities given from time to time - The Floor Riders appear to have been in for a considerable time, only three are to be seen, it is probable that there are some under the Boiler out of sight. The addition made in October last appears to have stiffened her very much. Her Decks, Topsides, Males & Fastenings are all in good condition at the present time & in my opinion she should be clasped for the present. *George Bampfey*

The Amount of the Fee, £

: 10 : 6 is received by me. July 1835

Committee Minute

7 July 1835

Character assigned

A. 11
M. 2



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