

No. 238 Survey held at Liverpool Date April 11<sup>th</sup> 1842  
on the Brig "Belore" Master William Bell  
Tonnage Old 484 26 Built at Liverpool When built March 1842 Launched  
By whom built 94 Peter Cato Owners Chapman & Willis  
Port belonging to Liverpool Destined Voyage  
If Surveyed while Building, Afloat, or in Dry Dock whilst Building

Length aloft 114 2 Feet. Inches. Extreme Breadth 28 1 Feet. Inches. Depth of Hold 19 3 Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	28	Moulded	19 12	Keel to Bilge	3 3/4	Limber Strakes	4
1 <sup>st</sup> Foothooks.....	1 1/2	"	11	Bilge Planks	4 3/4	Bilge Planks	4 3/4
2 <sup>nd</sup> Ditto.....	1 1/2	"		Bilge to Wales	3 3/4	Ceiling in Flat	3
3 <sup>rd</sup> Ditto.....	9	"		Wales	5	Ditto Bilge to Clamp	3
Top Timbers	9	"	6	Short Hoods		Hold Beam Clamps	4
Deck Beams N <sup>o</sup> 21 Average Space	10 1/2	"	8	Topsides	3	Deck Beam Ditto	6 1/2
Hold Beams N <sup>o</sup> 19 Average Space	13	"	10	Sheer Strakes	4	Ceiling 'twixt Decks	3
Keel	13	"		Plank Sheers	3 3/4	Hold Beam Shelves	6 1/2
Keelsons	15	"	19	Water-Ways	10	Deck Beam Ditto	
Scarphs of Ditto	8 feet			Upper Deck	5 1/4		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Copper Inches.	Iron Inches.	Copper Inches.	Iron Inches.	Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/4	Transoms and throats of Hooks	1 1/4	Lower Pintle of the Rudder	3 1/2
Scarphs of Keel.....N <sup>o</sup> 8	1	Arms of Hooks	1 1/8	Hold Beam	1 1/4
Floor Timber Bolts		Bolts thro' Bilge & Limber Strakes	7/8	Deck Beam	1 1/8
Kelson ditto	1 1/4	Butt End Bolts	3/4		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng & African Oak and are free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of Eng & African Oak The Third Foothooks of Eng & African Oak The Top Timbers of Eng & African Oak. The Shifts of the first and second Foothooks are not less than 5 1/2 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are in proportion. The Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is the same.

The alternate Frames are singly bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is X chocked with a Butt at each end of the chock.

The Main Keelson is Eng & African Oak and free from all defects.

The False Keelson is

The Deck Beams consist of Eng Oak

The Hold Beams of Eng Oak

The Knees of

**Planking Outside.**—From the Keel to the Height of the Gunwale the Plank is Red Pine

From the above named Height to the Light Water Mark English & African Oak

From the Light Water Mark to the Wales English & African Oak

The Wales and Black-strakes are English & African Oak The Topsides Red Pine fastened

The Sheer-strakes Eng & African Oak and Plank-sheers Eng & African Oak The Water-ways Red Pine

The Decks Red Pine State of Good Copper fastened

The Shifts of the Planking are not less than 6 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 3 between

**Planking Inside.**—The Limber-strakes are English & African Oak the Bilge Planks Eng & African Oak

The Ceiling, Lower Hold, English & African Oak Between Decks English & African Oak Mahogany

Shelf Pieces English & African Oak Clamps English & African Oak

**Fastenings.**—To Hold Beams Eng Plates and Nails of iron Mangling Diagonal knees

Deck Beams Iron lagging knees hanging diagonal do to every beam

Number of Breasthooks 5 Pointers Each side Crutches One

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

Bilge and Limber Strakes Copper bolted through and clenched. Treennails of How Made

General Quality of Workmanship Very Good

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

Builder's Signature Peter Cato

Surveyor's Signature Bayley W. Maudslayi



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> .	Weight.
2	Fore Sails,	Chain .....	200	13 1/4	Bower, .....	3	22-0-0
2	Fore Top Sails,	Hempen Stream Cable .....	75	18			19-2-0
2	Fore Topmast Stay Sails,	Hawser .....	300	4 1/2-6-8	Stream, .....	1	10-0-0
2	Main Sails,	Towlines .....					
2	Main Top Sails,	Warp .....			Hedge, .....	2	5-1-0
and is well found		All of <u>Good</u> quality.					3-2-0

Her Standing and Running Rigging is Hemp 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 Good  
with Gladstone Patent Pumps

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

No expense has been spared either in materials or  
Workmanship to render this a first rate Merchant Vessel  
She is well fastened in her upper and lower binders  
and strongly secured at the extremities with Iron  
Transoms knees, Pinters, and long Buasthooks  
She has a Prop and Forecastle Decks and is in an  
Efficient state to carry any and perishable Cargoes  
to any part of the World

If Sheathed, Doubled, Felted, or Coppered on Deck When last done April 1842

I am of opinion this Vessel should be Classed A1 years

The Amount of the Fee.....£ 3 : : is received by me, J. J. Curran

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute April 12<sup>th</sup> 1842

Character assigned A1 12 Years from Date of Build



© 2021

Lloyd's Register  
Foundation