

No. 2581 Survey held at Alloa Date 3rd May Rec 17/5/16 1856
on the Barque Devonvale Master Charles Brown
Tonnage Old _____ Built at Alloa When built 1856 Launched 6th May
New 283 ⁴/₁₆ By whom built Thomas Adamson Owners Charles Brown & others
Port belonging to London Destined Voyage Rio Janeiro
If Surveyed while Building, Afloat, or in Dry Dock On the Stocks

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.			
Length aloft		216		4		24		6		15			
		SIDED.		MOULDED.									
		Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required		
		In Ship.	per Rule	In Ship.	per Rule	In Ship.	per Rule	In Ship.	per Rule	In Ship.	per Rule		
Scantlings of Timber.													
TIMBER AND SPACE													
Floors	24	24	10 1/4	9	10 1/4	8 3/4	8	Garboard Strakes	6	3 1/4	Limber Strakes	3	3 1/2
1st Foothooks	9	8 3/4	9	8 1/4	8 3/4	8	8	Garboard to Bilge	3 1/2	3 1/4	Bilge Planks	40 4 1/2	3 1/2
2nd Ditto	8 1/4	8	8 1/4	7 1/4	8	7 1/4	7 1/4	Bilge Planks	4 1/2	3 1/4	Ceiling in Flat	3 1/2 x 4	2 3/4
3rd Ditto	7 1/2	7 1/4	7 1/2	6 1/2	7 1/4	5 1/4	5 1/4	Bilge to Wales	4	3 1/4	Ditto Bilge to Clamp	2 3/4	2 3/4
Top Timbers	8 1/4	8 1/4	8 1/4	5 3/4	8 1/4	6 3/4	6 3/4	Wales	4 1/2	4 1/2	Hold Beam Clamps	4	3 3/4
Deck } N ^o 23	Average } 4-4	8 1/4	8 1/4	8 1/4	5 3/4	8 1/4	6 3/4	Topsides	3 1/2	3 1/2	Deck Beam Ditto	3	3 1/2
Beams }		11	11	11	8 1/2	11	9 1/4	Sheer Strakes	3 3/4	3 1/2	Ceiling 'twixt Decks	2 1/4	2 1/4
Deck Beams, length amidships	23	11	11	11	8 1/2	11	9 1/4	Plank Sheers	3 1/4	3 1/4	Hold Beam Shelves	4 x 9 1/2	
Hold } N ^o 13	Average } 4 x 8	12	11 3/4	15	11 3/4			Water-Upper Deck	11	5 1/2	Deck Beam Ditto	3 x 9	
Beams }		5 x 9	15	12 3/4	12 3/4			Ways-Lower Deck		6 1/2			
Hold Beams, length amidships	23	12 3/4	15	12 3/4	12 3/4			Upper Deck	3	3			
Keel	12	11 3/4	15	12 3/4	12 3/4								
Scarphs of Ditto	5 x 9	15	12 3/4	12 3/4	12 3/4								
Keelsons	12 3/4	15	12 3/4	12 3/4	12 3/4								
Scarphs of Ditto	5 x 6	15	12 3/4	12 3/4	12 3/4								

Series distinguishing whether Copper or Iron: also of Treenails.

Copper	Inches
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..... 5' 6" 5' 2" || || || Upper Deck 2 2
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Inches in Ship.	Inches required per Rule		Iron Inches in Ship.	Inches required per Rule		
Heel-Knee, and Deadwood abak	1/8	1/8	Transoms and throats of Hooks	1/16	1	Hold Beam Bolts in	Waterway ..
Scarphs of Keel.....N° 8	7/8	7/8	Arms of Hooks <i>lower hook. 1/16</i>	7/8	7/8	Knees	1
Keelson Bolts through Keel at	1/16	1	Bolts thro' Bilge & Limber Strakes <i>1/16</i>	3/4	3/4	Shelf or Clamp	7/8
each Floor			or Thickstuff over Double Floors			Waterway ..	7/8
Bolts through Heels of Timbers	7/8		Butt End Bolts	3/4	1/16	Deck Beam Bolts in	Knees
against Deadwood			Pintles of the Rudder <i>1/16</i>	2 7/8	2 1/2	Shelf or Clamp	7/8
						Nails or Bolts in Flat of Deck	6
						Treenails Inches	1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 263 Inches. The Space between the Top-Timbers is 6 Inches.

The Floors consist of *Baltic Oak* some *British Oak* The First Footbooks of *Baltic & British Oak* Timber.

The Second Footbooks of British Oak The Third Footbooks and Top Timbers of British Oak

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

The rest of the Shifts of the Frame are 4 feet

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

frame is well squared

The alternate Frames are all bolted together to the Gunwale. all in Frame with Double Floors, 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 cross chocked with a Butt at each end of the chock. The Main piece of Rudder is British Oak

The Main Keelson is Greenheart and _____ free from all defects. The Main piece of Windlass is British Cast

The Stem, and Stern Post, consist of *British Oak* *Paul Britt British* The Transoms, Aprons, Knight Heads, and

Hawse Timbers of *British Oak* Deadwood, of *British Oak* and are free from all defects.

The Deck and Hold Beams consist of British Oak The Breasthooks of British Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is *American Blue & Red Pine*.

or to the First Foothook Heads } the Flank is American Gem Red Pine
W. W. B. L.

From the above named Height to the Light Water Mark *Battle Oak*

From the Light Water Mark to the Wales *Battle Oak*

The Wales and Black-strakes are Greenhearts The Topsides Pitch Pine

The Sheer-stakes, and Plank-sheers *Lengthways #1 British Oak* The Water-ways { Upper Deck *Red Pine*

The Sheer-strakes and Plank-sheers Greenwood's American Gun The Water-ways } Lower Deck _____

The Decks Yellow Pine State of best order

The Shifts of the Planking are not less than 5 Feet Inches. *N. B. If less than prescribed by the Rule, state whether genera*

or partial, and if partial, in what part of the Ship. The Planking is wrought 3 Strakes between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Battis Oak*

The Ceiling, Lower Hold, and between Decks Battic Oak ^{3rd} Pitch Pine Shelf Pieces and Clamps Battic Oak

Fastenings.—To Hold Beams *Pake Shells, Iron Straps round the Timbers and 8 Pairs Iron Vertices*

Knees

[illegible]

Deck Beams Oak Shells, Iron Straps round the Timber and 3 Pairs Truss. Semicircular

Number of Breasthooks *5* *2 Wood 3 Iron* Pointers *2* *Blatt* Crutches *1* *Blatt*

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

Butts End Bolts are of Yellow Pine in the bottom, and
 Bolt and Limber Straps Yellow Metal bolted through and clenched. Treenails of British Oak How Made Engine Turn

General Quality of Workmanship Strong

III. *That the above is a correct description of the several particulars therein given*

We certify that the above is a correct description of the several parcels shown on the map.

Bill's Signature [Signature] Surveyor's Signature [Signature]

Builder's Signature *Thomas Adams*

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms. Inches.		N ^o .	Weight.
2	Fore Sails,	Chain	200	13 1/2	Bower,	3	15 1/2, 12 1/2
1	Fore Top Sails,	Hempen Stream Cable	60	13 1/2			
2	Fore Topmast Stay Sails,	Hawser	70	9	Stream,	1	7
1	Main Sails,	Towlines	100	5			
2	Main Top Sails,	Warp	75	4	Kedge,	2	4 & 2
and <u>all of best Canvas</u>		All of <u>best</u> quality.	100	3			

Her Standing and Running Rigging is all sufficient in size and best Patent in quality.

She has one Long Boat and one Pinnace & one Gig
The present state of the Windlass is Strong Rudder Strong Pumps 2. Metal

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	<u>14th July & 29th September 1855</u>
2nd. When the Beams are put in, &c.	<u>17th January & 5th March 1856</u>
3rd. { When completed, and before the plank be painted or payed }	<u>22nd April & 3 May 1856</u>

Proving Certificates for Chains produced

Request for Special Survey No 41, Dated 10th December 1855

This is a strong and substantial Vessel built with Double Floors, she is well found in all stores. The Owner has been on the spot superintending her for several months.

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

If Sheathed, Doubled, Felted, or Coppered Sheathed with 22, 24, & 26 lb Yellow Metal over Cloth to the Walls When last done 1856

I am of opinion this Vessel should be Classed GA1

The Amount of the Fee.....£ 3 : : : is received by me, Walter Bateman

Special£ 14 : 3 : "

Certificate£ 17 : 3 : "

Committee's Minute 20th May 1856

Character assigned 1 for 9 Years



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