

No. 1384 Survey held at Plymouth Date July 26th 1852
on the Brigantine "Henry Holman" Master Thomas Baker
Tonnage 158 Built at Plymouth When built 1852
By whom built Pope Brothers Owners Pardner & Co.
Port belonging to Plymouth Destined Voyage Mediterranean
If Surveyed Afloat or in Dry Dock At various times in Building

Length aloft	Feet. 90	Inches. 6 1/2	Extreme Breadth	Feet. 18	Inches. -	Depth of Hold	Feet. 12	Inches. 3 1/2
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches.		Inches.		Inches.		Inches.	
Floors	8 1/2		10 8 1/4		2 1/2		3	
1 st Foothooks	7 1/2		8 1/4		4 1/2		3 1/2	
2 nd Ditto	7 1/2		7 1/2		4 1/2		2 1/2	
3 rd Ditto	6 3/4		5 3/4		4		3 1/2	
Top Timbers	6 1/2		4 1/2		3		3 1/4	
Deck Beams N ^o 18	4 1/2		4 1/2		3		2 3/4	
Hold Beams N ^o 4	4 1/2		4 1/2		2 5/8		2 1/2	
Keel	10 1/2		13		4 x 9		2 1/2	
Kelsons	12 1/2		14 1/2		3		6 x 9	

Size of Bolts in Fastenings, distinguishing whether		Iron.	
Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	1	Hold Beam	7/8
Scarphs of Keel	3/4	Deck Beam	3/4
Floor Timber Bolts	1		
Kelson ditto	1		
Transoms and throats of Hooks	1		
Arms of Hooks	7/8		
Copper or Iron.		Iron.	
Copper or Iron.		Iron.	
Bolts thro' the Bilge and Limber Strakes		5/8	
Butt End Bolts		5/8	
Lower Pintle of the Rudder		1 3/4	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/4 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are quite free from all defects.

The Floors and first Foothooks are composed of English oak Timber.

The other Foothooks and Top Timbers of do

The Shifts of the first and second Foothooks are not less than 3 feet 5 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are exceed 3 feet 5 inches

The Frame is well squared from the first Foothook Heads upwards, and " free from sap, and from thence downwards, the frame is sound and good

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are " close together; their thickness not less than 2/3 of the entire moulding at that place.

The Frame is well choiced with good Butt at each end of the choick. and square head and heel with square

The Main Kelson is composed of Green Heart and the False Kelson of English oak

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 some American

From the first Foothook Heads to the Light Water Mark of English oak

From the Light Water Mark to the Wales of English African & Green Heart

The Wales and Black-strakes are of do The Topsides of East India Teak

The Sheer-strakes and Plank-sheers of East India Teak The Water-ways of Green Heart English oak

The Decks of Yellow Pine State of Native Hardwood

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 True between

Planking Inside.—The Limber-strakes are composed of English oak the Bilge Planks of do and Green Heart

The Ceiling, Lower Hold, of English oak Between Decks of do and East India Teak

Shelf Pieces of Green Heart English oak Clamps of English oak

Fastenings.—To Hold Beams Double Iron Bolting Knees

Deck Beams Single Iron Bolting Knees at Mast Waterway and Mast Rooms

Double Iron Bolting Knees at Mast Waterway and Mast Rooms

Number of Breasthooks Three Pointers One Crutches One

Butts End Bolts are of 5/8 in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes well bolted through and clenched. Treenails of English oak well seasoned

General Quality of Workmanship exceeding good

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

Builder's Signature Pope Brothers Surveyor's Signature Thomas Baker

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	130	Chain	1 1/6	2	Bower,	C 4 lb C 4 lb 10.1.6 - 9.3.27
/	Fore Top Sails,	60	Hempen Stream Cable	3/4	/	Stream,	5.0.14
/	Fore Topmast Stay Sails,	80	Hawser	8	2	Kedge,	2.0.21 - 1.0.28
/	Main Sails,	65	Towlines	6			
/	Main Top Sails,	75	Warp	4 1/2			
and <u>all necessary</u>		100	All of <u>best</u> quality.	3-			

Her Standing and Running Rigging Well fitted sufficient in size and best in quality.

She has one Long Boat and one small one

The present state of the Windlas is Purchase Capstan " and Rudder good Pumps iron

General Remarks—Statement and Date of Repairs.

This Vessel is built with the best well seasoned Materials, and the Frame is well grown to its shape — She is unusually well fastened, particularly at the Deck Beams which are Sawed and Bolted to a Strut Shelf and also secured with Wood Girding Knees, and an Iron Hanging Knee ^{mark} to every Beam End — She has been Specially Turned agreeably to the new Regulations, by an Examine Surveyor and all the requirements for the Class recommended have been fully carried out

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done 1852

I am of opinion this Vessel should be Classed A. 1. Twelve Years —

The Amount of the Fee.....£ 2 : : is received by me,

Special£ : :

Certificate (if required)£ : :

Committee's Minute 3rd Augt 1852

Character assigned 12th 1

EX

M. J. Munn



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Lloyd's Register
Foundation

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