

No. 1644 Survey held at Topsham Date 7 August 1857
on the Brig Belle of Devon Master Chat Hooper
Tonnage Old 246 Built at Topsham When built 1857 Launched 5 Sept
By whom built Holman Bros Owners Capt. Ho
Port belonging to Exeter Plymouth Destined Voyage Liverpool
If surveyed while Building, Afloat, or in Dry Dock Surveyed

Length aloft	116	Feet	Inches	Extreme Breadth Outside	22	Feet	Inches	Depth of Hold	13	Feet	Inches
Thickness of Plank.											
Scantlings of Timber.				Outside.				Inside.			
TIMBER AND SPACE				Garboard Strakes				Limber Strakes			
Floors				Garboard to Bilge				Bilge Planks			
1st Foothooks				Bilge Planks				Ceiling in Flat			
2nd Ditto				Bilge to Wales				Ditto Bilge to Clamp			
3rd Ditto				Wales				Hold Beam Clamps			
Top Timbers				Topsides				Deck Beam Ditto			
Deck Beams				Sheer Strakes				Ceiling 'twixt Decks			
Hold Beams				Plank Sheers				Hold Beam Shelves			
Keel				Water Upper Deck				Deck Beam Ditto			
Scarphs of Ditto				Ways Lower Deck							
Keelsons				Upper Deck							
Scarphs of Ditto											

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.											
Heel-Knee, and Deadwood abaft				Transoms and throats of Hooks				Hold Beam Bolts in			
Scarphs of Keel				Arms of Hooks				Knees			
Keelson Bolts through Keel at				Bolts thro' Bilge & Limber Strakes,				Shelf or Clamp			
each Floor				or Thickstuff over Double Floors				Waterway			
Bolts through Heels of Timbers				Butt End Bolts				Knees			
against Deadwood				Pintles of the Rudder				Shelf or Clamp			
								Nails or Bolts in Flat of Deck			
								Treenails			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1/2 Inches. The Space between the Top-Timbers is 1/2 Inches.
The Floors consist of English Oak The First Foothooks of English Oak Timber.
The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
The Shifts of the First and Second Foothooks are not less than 4 ft. N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are good
The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is square & good
The alternate Frames are all 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 well chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak
The Main Keelson is Oak & English Oak and free from all defects. The Main piece of Windlass is
The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and
Hawse Timbers of English Oak Deadwood, of Oak & Iron and are free from all defects.
The Deck and Hold Beams consist of English Oak The Breasthooks of Oak & Iron The Knees of Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is English Oak
From the above named Height to the Light Water Mark English Oak
From the Light Water Mark to the Wales English Oak
The Wales and Black-strakes are English Oak
The Sheer-strakes and Plank-sheers English Oak
The Decks Baltic Red Pine
The Shifts of the Planking are not less than 5 Feet 6 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, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are Bolted thro' & clenched, Altho the 1st & 2nd Butt on Keel
The Ceiling, Lower Hold, and between Decks English Oak Shelf Pieces and Clamps English Oak
Fastenings.—To Hold Beams Iron Staple Lodging Nails in every space & 5 Pairs Iron Hanging

Deck Beams Double Lodging, Iron Nails and 4 Iron Hanging Iron
and an Arch Plate 14 ft on each side in the wake of the Watchway
Number of Breasthooks One Head & 3 Iron Points 2 1/4 x 1 Iron Tension Crutches One Iron
Butts End Bolts are of 1/16 1/4 in the Bottom, and a Bolt in each Butt End through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Turned
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given
Builder's Signature Surveyor's Signature

7500-58877

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 .	Weight.
2	Fore Sails,		Chain	180	1 1/2	Bower,	2
/	Fore Top Sails,		Hempen Stream Cable	80	4 1/2		
/	Fore Topmast Stay Sails,		Hawser	80	6	Stream,	/
/	Main Sails,		Towlines	80	4 1/2		
2	Main Top Sails,		Warp			Kedge,	/
and <u>other masonry sails</u>			All of _____ quality.				

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

She has One Long Boat and one Jolly Boat

The present state of the Windlass is seem Capstan is Rudder is Pumps 2 Low

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>15th Dec^r 1856</u>
	2nd. When the Beams are put in, &c.	<u>2nd March 18 May 1854</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>4th August 1854</u>

The within named is a very superior built and finished vessel. The materials throughout are of the best quality and generally above the size required, and is fastened in all respects in accordance with the Rules for 13th Class to which, in my opinion she is fully entitled.

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

If Sheathed, Doubled, Felted, or Coppered ✓ When last done _____

I am of opinion this Vessel should be Classed 13th A1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ 9 : 16 : 0

Certificate£ 5 : 4 : 0

Committee's Minute 8th September 1857

Character assigned 12 1 for 13 Years



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