

577

No. 577 Survey held at Greenock Date 5th Sept 1838
 on the New Ship "Bellona" Master James Wylie
 Tonnage 389 1/2 m. Built at Greenock When built 12th August 1838
 By whom built William Simons Owners James Hutton & Sons
 Port belonging to Glasgow Destined Voyage Orkney to Genoa & Leghorn
 If Surveyed Afloat or in Dry Dock On Stocks

Length aloft.....	<u>113</u> ³ / ₁₀	Extreme Breadth <u>amidships</u>	<u>23</u> ² / ₁₀	Depth of Hold	<u>16</u> ² / ₁₀
-------------------	---	----------------------------------	--	---------------------	--

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space..... each	<u>12 1/2</u>			Keel to Bilge	<u>3</u>	Foot Waling.....	<u>3 1/2</u>
Floors..... sided	<u>11 1/2</u>	Moulded <u>13</u>	"	Bilge Planks	<u>5 1/2</u>	Bilge Planks	<u>4 1/2</u>
1 st Foothooks..... "	<u>10</u>	" <u>10 1/2</u>	"	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>3</u>
2 nd Ditto..... "	<u>9 1/2</u>	" <u>9</u>	"	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>3</u>
3 rd Ditto..... "	<u>8</u>	" <u>7 1/2</u>	"	Topsides	<u>3</u>	Hold Beam Clamps	<u>3 1/2</u>
Top Timbers	<u>7 1/2</u>	" <u>5 1/2</u>	"	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Deck Beams.....	<u>10 1/2</u>	" <u>10 1/2</u>	"	Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Hold Beams.....	<u>12</u>	" <u>12</u>	"	Water-ways	<u>9</u>	Hold Beam Shelves	<u>5 x 12</u>
Keel.....	<u>14</u>	" <u>14</u>	"	Upper Deck	<u>3</u>	Deck Beam ditto.....	<u>4 1/2 x 14</u>
Kelsons	<u>14</u>	" <u>14</u>	"			Lower deck Spirit Railing.....	<u>3 1/2</u>
						Upper ".....	<u>3</u>

Copper.		Copper.		Iron.	
	Inches		Inches		Inches
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling.....	<u>5/8</u>	Hold Beam.....	<u>1 1/8</u>
Scarphs of Keel.....	<u>7/8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>7/8</u>
Floor Timber Bolts.....	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>3</u>		
Kelson ditto.....	<u>1 1/8</u>			same in Iron above the Copper	<u>1 1/8</u>
Transoms and throats of Hooks	<u>1 1/8</u>				
Arms of Hooks	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 to 4 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British & African Oak and are free from all defects.

Her Floors and first Foothooks are composed of British & African Oak Timber.

Her other Foothooks and Top Timbers of British & African Oak

Her Shifts of the first and second Foothooks are not less than 3 feet 4 inches. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Good.

The Frame is all well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all well squared.

The alternate Frames are all bolted together.

The Butts of the Timbers are close together; their thickness not less than 3 1/4 of the entire moulding at that place.

The Frame is well chocked with some Butt at each end of the chock.

The Main Kelson is composed of Greenheart and the False Kelson of Quebec Oak.

The Scarphs of the Kelsons are not less than Six feet ten inches.

The Deck and Hold Beams are composed of African & British Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Rock Elm.

From the first Foothook Heads to the Light Water Mark of American Oak.

From the Light Water Mark to the Wales of African & British Oak.

The Wales and Black-strakes are of African & British Oak.

The Topsides of British & African Oak.

The Sheer-strakes of African & British Oak Decks, and state of Yellow Pine; New.

The Gunwales of African Oak Water-ways of Red Pine.

The Shifts of the Planking are not less than 5 1/2 Feet 10 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought three between.

Planking Inside.—The Clamps are composed of American Oak the Stringers of American Oak.

The Bilge Planks of American Oak and the remainder of the Ceiling of American & African Oak.

Fastenings.—To Hold Beams Iron lodging on Chocks; and Stringer above Hold Beams & the Beams secured into Stringer.

Deck Beams Iron lodging on Chocks; with Stringer & 3 diagonal iron knees, to hold and deck Beams.

Number of Breasthooks Four Pointers Two forward Crutches One iron aft.

Butts End Bolts are of Copper in the Bottom, and 10 Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched. footwale iron bolted.

General Quality of Workmanship Good.

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

Builder's Name _____

Surveyor's Name John P. Murray

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	200	Chain	13 1/2	3
1	Fore Top Sails,	80	Hempen Stream Cable.....	9	1
2	Fore Topmast Stay Sails,	90	Hawser	6	1
1	Main Sails,	100	Towlines	4 1/2	
2	Main Top Sails,	60	Warp	7 1/2	
and well found in other Sails;			Stream Chain.....		
			All of <u>good</u> quality.		

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

She has 11 Long Boat and 1 Jolly Boat

The present state of the Windlass is Good with Capstan and Rudder good

Low & Fawcett's Patent Purchase

Four lead Rumps Good

General Remarks—Statement and Date of Repairs.

Laid on in November 1837 and Launched 12th August 1838;
Surveyed Specially, from the first; Frame English & Irish
Oak of very good quality, and well squared; Built wholly
in frame; Shifts of timbers good; Cops Chocked; Some full Butts;
and Some Scarphs; Planking and Ceiling as P^r other Side;
Well wrought and Shifted; and quality very good of the kind.
She is Ridge and Butt Copper Plated, thro' and Cleached
Ridge Butts in every timber, from the fore Part of the fore-
Mast; to the after Part of the after hatch; Nelson Butts
thro' each floor; and Cleached on Rings, on Main Deck; an iron
Cutch aft; She is well Plumed and fastened; and the
Workmanship generally very good.

Special Survey fees £20.— Paid.

If Sheathed, Doubled, or Felted, Sheathed with Pine; from Wales; to about five feet down Amidships;

and Date when last done and to same ranges forward and aft; and Coppered on Sides, to 15 1/2 feet

And Am of opinion this Vessel should be Classed "10 A 1." forward, 9 1/2 feet aft; in Aug^r 1838.

The Amount of the Fee.....£ 4 : 4 : " is received by me,

Committee Minute 12 Oct 1838

Character assigned A 1 for 10 Yrs.