

968

No. 968 Survey held at Port Glasgow Date 30<sup>th</sup> Dec<sup>r</sup> 1840  
 on the Barque "Belhaven" Master Wat<sup>r</sup> Crawford  
 Tonnage 299 Built at Dumbarton When built 1830  
 By whom built William Denny & Son Owners M<sup>r</sup> R. Gilkison & others  
 Port belonging to Port Glasgow Destined Voyage Clyde to Calcutta  
 If Surveyed Afloat or in Dry Dock in Dry Dock

Length aloft	Feet. 101	Inches. 10	Extreme Breadth	Feet. 25	Inches. 9	Depth of Hold	Feet. 18	Inches.
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Timber and Space	each	13	<b>Outside.</b>			<b>Inside.</b>		
Floors	sided	12	Keel to Bilge	3		Foot Waling	4	
1 <sup>st</sup> Foothooks	"	11	Bilge Planks	4 1/2 x 5		Bilge Planks	5	
2 <sup>nd</sup> Ditto	"	10	Bilge to Wales	3		Ceiling in Flat	3	
3 <sup>rd</sup> Ditto	"	9	Wales	5		Ditto Bilge to Clamp	3	
Top Timbers	"	8	Topsides	3		Hold Beam Clamps	4 1/2	
Deck Beams	N <sup>o</sup> . of 11	9 1/2	Sheer Strakes	3 1/2 x 8 1/2		Deck Beam Ditto	3 1/2	
Hold Beams	N <sup>o</sup> . of 13	12	Plank Sheers	3		Ceiling 'twixt Decks	3	
Keel	"	12 1/2	Water-Ways	6 1/2		Hold Beam Shelves	5 x 12	
Kelsons	"	14	Upper Deck	3		Deck Beam Ditto	4 1/2 x 10 1/2	

Copper.		Size of Bolts in Fastenings.		Iron:	
	Inches.				Inches.
Heel-Knee, and Dead Wood abaft .....		Copper.		Hold Beam .....	
Scarphs of Keel.....N <sup>o</sup> .		Bolts thro' the Bilge and Foot Waling .....		Deck Beam .....	
Floor Timber Bolts .....		Butt End Bolts .....			
Kelson ditto .....		Lower Pintle of the Rudder .....		3	
Transoms and throats of Hooks .....		} .....		same in Iron above the Copper.....}	
Arms of Hooks .....					

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

The Floors and first Foothooks are composed of British Oak Timber.

The other Foothooks and Top Timbers of British & African Oak

The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_

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

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 \_\_\_\_\_ of the entire moulding at that place.

The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of African Oak and the False Kelson of British Oak

The Scarphs of the Kelsons are not less than eight feet \_\_\_\_\_ inches.

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

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm

From the first Foothook Heads to the Light Water Mark of Elm

From the Light Water Mark to the Wales of African Oak and Red Pine

The Wales and Black-strakes are of African Oak The Topsides of African Oak & Pitch Pine

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

The Decks of Yellow Pine State of Good

The Shifts of the Planking are not less than 5 1/2 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 two and three between

**Planking Inside.**—The Limber-strakes are composed of British Oak the Bilge Planks of British Oak

The Ceiling, Lower Hold, of Gum War & British Oak Between Decks of Gum Woods

Shelf Pieces of African Oak Clamps of African Oak

**Fastenings.**—To Hold Beams Iron lodging knees on cheeks, with stringer above and below Beams, and six iron staple standards.

Deck Beams Double lodging knees British Oak, & stringer, with twelve diagonal iron trices, and six iron staple standards.

Number of Breasthooks six below, and one above deck Pointers \_\_\_\_\_ Crutches four transom knees.

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

Bilge and Footwaling Copper bolted through and clenched.

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 R. Cumming



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> .	
2	Fore Sails,	200	Chain .....	1 7/8	3	Bower,
2	Fore Top Sails,	80	Hempen Stream Cable .....	7	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	5	1	Kedge,
2	Main Sails,		Towlines .....			
2	Main Top Sails,		Warp .....			
and well found in other sails,			All of <u>Good</u> quality.			

Her Standing and Running Rigging found to be sufficient in size and fair in quality.

She has a Long Boat and olly Boat and gig.

The present state of the Windlass is Good Capstan Good and Rudder Good Four lead pumps. good

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

At Present; Locked, and Copper examined, found good; Six Iron Staple Standards, to Hold & Deck Beams, Two diagonal Iron lines, to Deck Beams additional, Two planks on each side, shifted in top sides, Two Hordends, in Pintles forward, renewed with African Oak. New Upper breast hooks, British Oak. Several of the trenails lashed out, and found good, all new Channels, and chain bolts, Caulked from copper to Gunwale. New Bow-sprit, fore mast cut and fished. Lower deck Breast hook bolts, lashed out and examined. Binding bolts and Trenails examined, found good. A pair of Iron pointers aft, taking two Transoms, and six feet and a half, long in arms, and she is now in a good state of Repair.

On a careful Survey and examination of this Vessel, for continuation, under the Rules page 14, section 54: We found the upper and lower deck bolts, and the outside planks through which they pass, sound and good. The Waterways and Beams, as far as they could be examined, good. The House timbers, Knight heads, Breast hooks and Transoms good. Floors and Kelsons good. Planking outside, from the Copper upwards good, and the Copper being examined in Dry Dock, it was also found good. The ceiling inside good, and the Frame, and inner surface of the outside planking, wherever they could be seen, sound and good; The Decks, and Coomings good, and the Shear and general form of the Ship, we found to be unaltered.

If Sheathed, Doubled, Felted, or Coppered Coppered over paper to the Wale When last done in October 1838, with heavy Copper.

We are of opinion this Vessel should be Classed "S A 1" and Continued three years, from the expiry of her original Classification.

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

Special.....£ 4 : 4 : - to each Surveyor.

Committee's Minute 2<sup>nd</sup> Feb'y 1841

Character assigned S A 1 Cont

3 A 1 from 1838

John R. Cumming  
Walter B. Cumming

John J. Clark



© 2021

Lloyd's Register  
Foundation