

No. 222 Survey held at Liverpool Date 10 Sept 1835
on the Schooner Betsey Master W P Johns
Tonnage 114 Built at Looe When built Looe 1826
By whom built Paalmen Owners W P Johns
Port belonging to Looe Destined Voyage Liverpool & Java

If Surveyed Afloat or in Dry Dock Afloat
See Plymouth Survey No 57 Falmouth Survey No 109

Length aloft 25 Feet 11 Inches Extreme Breadth 20 Feet 5 Inches Depth of Hold 11 Feet 4 Inches

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	22		
Floors..... sided	9	Moulded	11
1st Foothooks.....	"	"	"
2nd Ditto.....	"	"	"
3rd Ditto.....	"	"	"
Top Timbers.....	6	"	5
Deck Beams.....	8	"	8 6 1/2
Hold Beams.....	"	"	"
Keel.....	"	"	"
Kelsons.....	13	"	14

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	2 3/4
Bilge Planks.....		Bilge Planks.....	3
Bilge to Wales.....		Ceiling in Flat.....	2
Wales.....	4	Ditto Bilge to Clamp.....	1 3/4 2
Topsides.....	2	Hold Beam Clamps.....	
Sheer Strakes.....	3	Deck Beam Ditto.....	2 1/2
Plank Sheers.....	3	Ceiling 'twixt Decks.....	
Water-ways.....	4	Hold Beam Shelves.....	
Upper Deck.....	2 1/2	Deck Beam ditto.....	5 x 8

Both the Pine and Oak were in work of nails and bolts

Copper.

Heel-Knee, and Dead Wood abaft.....
Scarp of Keel..... No.
Floor Timber Bolts.....
Kelson ditto.....
Transoms and throats of Hooks.....
Arms of Hooks.....

Size of Bolts in Fastenings.

Copper.

Bolts thro' the Bilge and Foot Waling.....
Butt End Bolts.....
Lower Pintle of the Rudder.....

Iron.

Hold Beam.....
Deck Beam.....

same in Iron above the Copper.....

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects. as for as visible
Her Floors and first Foothooks are composed of English Oak Timber. appeared
Her other Foothooks and Top Timbers of English Oak appeared
Her Shifts of the first and second Foothooks are not less than N.B. When reported by you less than the prescribed Rule, then 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 in light motion of squared

The alternate Frames are bolted together.

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 English Oak and the False Kelson of

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

The Deck and Hold Beams are composed of English Oak and

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

From the first Foothook Heads to the Light Water Mark of

From the Light Water Mark to the Wales of

The Wales and Black-strakes are of English Oak appeared a little of green oak a middle piece for

The Topsides of English Oak appeared

The Sheer-strakes of English Oak appeared

The Gunwales of English Oak and in good condition Water-ways of English Oak in good condition

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

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

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak in good condition

Fastenings.—To Hold Beams One with iron lodging knees

Deck Beams double wood lodging knees & stringers

Number of Breasthooks Tenant See no. Pointers Mr. Crutches

Butts End Bolts are of 1/2 in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling See none bolted through and clenched.

General Quality of Workmanship Very fair

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

Builder's Name

Surveyor's Name



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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 .	
1	Fore Sails,	180	Chain	1 1/4	2	Bower, <i>Made for Hemp cables one with large ring</i>
1	Fore Top Sails,	80	Hempen Stream Cable.....	6	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser	4 1/2	1	Kedge,
2	Main Sails,	60	Towlines	3 1/2		All of proper weight.
	Main Top Sails,		Warp			
	and <i>one 10 fathom sail</i>		All of <u>fair</u> quality.			

Her Standing and Running Rigging is fair order sufficient in size and _____ in quality.

She has 2 launch Long Boat and 1 Jolly Boat

The present state of the Windlass is good Capstan _____ and Rudder good

General Remarks—Statement and Date of Repairs.

Appears a fair built Vessel and in good order with the exception of the Decks and a little of the building—fit to carry cargo not liable to sea damage with perfect safety

If Sheathed, Doubled, or Felted, Single bottom
and Date when last done _____

And we are of opinion this Vessel should be Classed F1

The Amount of the Fee.....£ : 10/6 is received by me, Robert Hamilton
James Farr

Committee Minute 15 Sept 1835

Character assigned F1
W.C.



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Johnson's History 114 Jan