

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

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

Length aloft..... 68 Feet. 11 Inches. Extreme Breadth 20 Feet. 5 Inches. Depth of Hold 11 Feet. 4 Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.		Inside.	
Timber and Space..... each	<u>22</u>			Keel to Bilge		Foot Waling	<u>2 3/4</u>
Floors..... sided	<u>9</u>	Moulded	<u>11</u>	Bilge Planks		Bilge Planks	<u>3</u>
1st Foothooks..... "		"	"	Bilge to Wales		Ceiling in Flat	<u>2</u>
2nd Ditto..... "		"	"	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>1 3/4</u> <u>2</u>
3rd Ditto..... "		"	"	Topsides	<u>2</u>	Hold Beam Clamps	
Top Timbers..... "	<u>6</u>	"	<u>5</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>2 1/2</u>
Deck Beams..... "	<u>8</u>	"	<u>8 1/2</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	
Hold Beams..... "		"	"	Water-ways	<u>4</u>	Hold Beam Shelves	
Keel..... "		"	"	Upper Deck	<u>2 1/2</u>	Deck Beam ditto	<u>5 x 8</u>
Kelsons..... "	<u>13</u>	"	<u>14</u>				

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ 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 far 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 & iron 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 iron

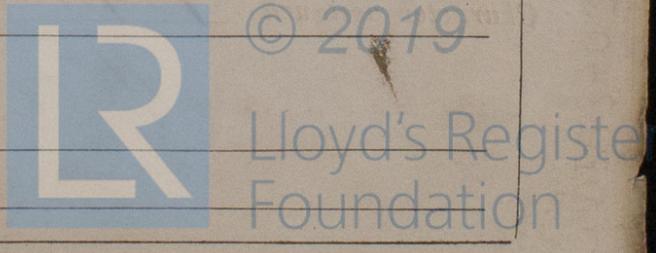
Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____
 From the first Foothook Heads to the Light Water Mark of _____
 From the Light Water Mark to the Wales of _____
 The Wales and Black-strakes are of English Oak appeared a little of green oak & middle of iron
 The Topsides of English Oak appeared
 The Sheer-strakes of English Oak appeared
 The Gunwales of English Oak and iron 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 & iron the Stringers of _____
 The Bilge Planks of English Oak & iron and the remainder of the Ceiling of English Oak in ports partly

Fastenings.—To Hold Beams one with iron lodging knees
 Deck Beams double wood lodging knees & stringers
 Number of Breasthooks cannot see no. Pointers _____ no. Crutches _____
 Butts End Bolts are of zappen 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 _____



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
1	Fore Top Sails,	80	Hempen Stream Cable	6	1
2	Fore Topmast Stay Sails,	70	Hawser	4 1/2	1
2	Main Sails,	60	Towlines	3 1/2	
	Main Top Sails,		Warp		
	and <u>one 10 fathom sail</u>		All of <u>fair</u> quality.		

Bower, Made for Hemp cables one with large ring

Kedge,

All of proper weight.

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

She has Belcher Long Boat and 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 F. 1
[Signature]

Johnson
14 Jan

