

No. 2977 Survey held at Sunderland Date June Rec 4/7/46 2977
 on the St Robert an Mary Master Japling
 Tonnage 228 Built at Sunderland When built 1846
 By whom built W. Robinson Owners R. Sutton
 Port belonging to Sunderland Destined Voyage Baltic
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet. 88	Inches.	Extreme Breadth	Feet. 25	Inches.	Depth of Hold	Feet. 14	Inches.
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	12 1/2	Inches. Middle	Inches. Ends	Outside.		Inches.	Inside.
Floors	sided	11 1/4	Moulded	11 9 1/2	Keel to Bilge	2 1/2	Foot Waling	3
1st Foothooks	"	9 10	"	8 1/2	Bilge Planks	4	Bilge Planks	4
2nd Ditto	"	9	"	8	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3rd Ditto	"	8	"	7 1/4	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	7 8	"	4 3/4	Topsides	2 1/2	Hold Beam Clamps	1
Deck Beams N° 14	Average Space } 4 1/2 5 ft	8 1/2	"	8 1/2 5	Sheer Strakes	3	Deck Beam Ditto	3
Hold Beams N° 12	Average Space } 4 1/2 7 ft	10 10 1/2	"	10 10 1/2 7 1/2	Plank Sheers	3	Ceiling 'twixt Decks	2
Keel	"	10	"	9	Water-Ways	5 1/2	Hold Beam Shelves	4
Kelsons	"	10 1/2	"	14	Upper Deck	3	Deck Beam Ditto	"
Size of Bolts in Fastenings, distinguishing whether								
Copper or Iron.			Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	1 7/8	5/8	Bolts thro' the Bilge and Foot Waling			1 1/4	Hold Beam	7/8
Scarpns of Keel	N° 70	7/8	Butt End Bolts			5/8	Deck Beam	3/4
Floor Timber Bolts	1 1/2		Lower Pintle of the Rudder			2 1/2		
Kelson ditto	1							
Transoms and throats of Hooks	1							
Arms of Hooks	7/8 3/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 15 1/4 Inches. The Space between the Top-timbers is 1 1/2 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng & Afr Oak and are free free from all defects.

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

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are free

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

The alternate Frames are not bolted together. every 4th to 2nd head N. B. If not, state how bolted.

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

The Frame is free chocked with no Butt at each end of the chock.

The Main Kelson is composed of Foreign Oak and the False Kelson of Foreign Oak

The Scarphs of the Kelsons are not less than 6 feet — inches.

The Deck and Hold Beams are composed of Stettin Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Eng Oak

From the first Foothook Heads to the Light Water Mark of Stettin Oak

From the Light Water Mark to the Wales of Stettin Oak

The Wales and Black-strakes are of Stettin Oak The Topsides of Stettin Oak

The Sheer-strakes and Plank-sheers of Eng & Stettin Oak The Water-ways of Baltic Red Pine & Eng Oak

The Decks of Eng Pine State of good

The Shifts of the Planking are not less than 4 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 2 and 3 Strakes between

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

The Ceiling, Lower Hold, of Stettin Oak Between Decks of Eng Oak

Shelf Pieces of Foreign Oak Clamps of Stettin Oak

Fastenings.—To Hold Beams Iron Bands round the Timber; Shells 1 1/2 and 8 Iron Hanging

Iron Pack-side

Deck Beams 10 Beams secured with One Wood Lashing Knee and an Iron Lashing Hanging

Knee; Remains of Beams fastened with Double Wood Lashing Knee

Number of Breasthooks Four Pointers One pair; One Crutches 2 Transom Knee Pack-side

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

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Fair

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

Builder's Signature Wm & John Robinson Surveyor's Signature John Robinson

C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.

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SLD928-02 S3

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 .		
2	Fore Sails,	180	Chain	1 3/8	3	Bower,	10 1/4. 9 3/4. 9 3/4
1	Fore Top Sails,	75	Hempen Stream Cable	7 1/2	1	Stream,	3 1/2
2	Fore Topmast Stay Sails,	60	Hawser	3/4	1	Kedge,	1 1/2
1	Main Sails,	75	Towlines	5			
2	Main Top Sails,	75	Warp	4 1/4			
and several Batta Stuffs			All of <u>good</u> quality.				

Her Standing and Running Rigging Aw-p sufficient in size and good in quality.

She has One Long Boat and Stiff

The present state of the Windlass is Sound Capstan Stiff and Rudder Sound
in the purchase

General Remarks—Statement and Date of Repairs.

Was regularly surveyed during the Building; notes taken at the following
dates 11.3.25.27.15.9
2.3.3.4.5.6

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

I am of opinion this Vessel should be Classed S.A.

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

John Brown

Special£ : :

Certificate (if required)£ : :

Committee's Minute 7th July 1846

Character assigned 1 per S. E. A.
LD



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