

No. 3049 Survey held at Sunderland Date October 1846
 on the Barque "Aspasia" Master Chaplin
 Tonnage 345 Built at Sunderland When built 1846
 By whom built R. & W. Hutchinson Owners Cropton
 Port belonging to Sunderland Destined Voyage Mediterranean
 If Surveyed Afloat or in Dry Dock during Building

Rec 9/10/46 3049
 [Signature]

Length aloft	104	Extreme Breadth	27 1	Depth of Hold	18 0		
Scantlings of Timber.			Thickness of Plank.				
Timber and Space	each 13	Inches Middle	Inches Ends	Outside.	Inside.		
Floors	sided 12	Moulded 12	9 1/2	Keel to Bilge	3	Foot Waling	3 1/2
1st Foothooks	" 9 1/2	" 9 1/4	"	Bilge Planks	4	Bilge Planks	4
2nd Ditto	" 9 1/2	" 8 1/2	"	Bilge to Wales	3 1/4	Ceiling in Flat	2 1/2
3rd Ditto	" 8 1/2	" 7	"	Wales	4 1/2	Ditto Bilge to Clamp	2 3/4
Top Timbers	" 8 1/2	" 5 1/4	"	Topsides	2 3/4	Hold Beam Clamps	4
Deck Beams N° 22	Average Space } 4 ft	" 9 1/2	6	Sheer Strakes	2 ft	Deck Beam Ditto	3
Hold Beams N° 14	Average Space } 3 ft 1/4	" 11 1/2	8 1/2	Plank Sheers	3 1/4	Ceiling 'twixt Decks	2 1/2
Keel	" 11	" 9 1/2	"	Water-Ways	6 1/2	Hold Beam Sheer	16 by 4
Kelsons	" 12 1/4	" 30	"	Upper Deck	3	Deck Beam Ditto	"

Size of Bolts in Fastenings, distinguishing whether		Iron.	
Copper or Iron.	Inches.	Copper or Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1 1/2	Bolts thro' the Bilge and Foot Waling	3/4
Scarpns of Keel	1 3/16	Butt End Bolts	5/8
Floor Timber Bolts	1	Lower Pintle of the Rudder	3/4
Kelson ditto	1 1/8		
Transoms and throats of Hooks	1 1/8		
Arms of Hooks	7/8		
		Hold Beam	1 1/2
		Deck Beam	1 1/8

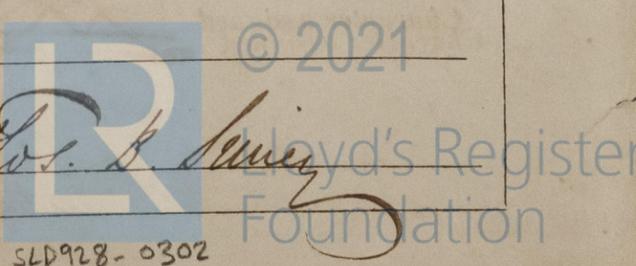
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are appx free from all defects. The Floors and first Foothooks are composed of Hettin & Eng Oak Timber. The other Foothooks and Top Timbers of Eng Oak. The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are fair. The Frame is gully squared from the first Foothook Heads upwards, and thickly free from sap, and from thence downwards, the frame is gully well squared. The alternate Frames are not bolted together. Eng 4th set to top of wales N. B. If not, state how bolted. The Butts of the Timbers are gully close together; their thickness not less than 1/5 of the entire moulding at that place. The Frame is crop chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer Oak and the False Kelson of Amer Oak. The Scarpns of the Kelsons are not less than 4 feet 0 inches. The Deck and Hold Beams are composed of Hettin & Eng Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer Elm & Eng Beech. From the first Foothook Heads to the Light Water Mark of Amer Elm. From the Light Water Mark to the Wales of Hettin Oak. The Wales and Black-strakes are of Swing & Hettin Oak. The Topsides of Hettin Oak. The Sheer-strakes and Plank-sheers of Hettin Oak. The Water-ways of Baltic Fir & Hettin Oak. The Decks of Y. Pine. State of . The Shifts of the Planking are not less than 5 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 wholly free between

Planking Inside.—The Limber-strakes are composed of Amer Oak the Bilge Planks of Amer & Hettin Oak. The Ceiling, Lower Hold, of Hettin & Amer Oak Between Decks of Baltic Fir. Shelf Pieces of Clamps of Amer & Hettin Oak.

Fastenings.—To Hold Beams Iron Bands round one Timber, Sheeting Bolted through Wales and 11 pair of Iron Hanging Nails. Deck Beams Wood Laying Nails and Iron Hanging Nails. Number of Breasthooks Six Pointers one pair Iron Crutches Two Iron on Nails on each side. Butts End Bolts are of Y Metal 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 R. & W. Hutchinson Surveyor's Signature Thos. S. Lewis



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 .			
1	Fore Sails,	200	Chain	1 1/2	3	Bower,	16.1.24; 16.0.22; 15.2.22	
1	Fore Top Sails,	75	Hempen Stream Cable	2 1/2	1	Stream,	4.2.10	
2	Fore Topmast Stay Sails,	50	Hawser	7/8	1	Kedge,	1.3.14	
1	Main Sails,	80	Towlines	6				
2	Main Top Sails,	80	Warp	5				
and <u>others as customary</u>			All of <u>good</u> quality.					

Her Standing and Running Rigging is of hemp sufficient in size and good in quality.

She has one Long Boat and two other boats

The present state of the Windlass is good ~~Copper~~ Winch and Rudder & Bleeve good
patent purchase

General Remarks—Statement and Date of Repairs.

Survey'd on the $\frac{25}{5}$ $\frac{2}{6}$ $\frac{24}{6}$ $\frac{3}{7}$ $\frac{3}{8}$ $\frac{6}{8}$ $\frac{14}{8}$ $\frac{19}{9}$ $\frac{28}{9}$

If Sheathed, Doubled, Felted, or Coppered Sheath'd with y metal to Water When last done at this date

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

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Det Special£ : :

Certificate (if required)£ 0 : 10 : 0

Committee's Minute 7th Oct. 1846

Character assigned A 1

Thos. B. Survey

Certificate is required



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