

No. 3491 Survey held at Sunderland Date March 6/4/68
 on the Argentine "Robert and Betsey" Master Herbert
 Tonnage 140 Built at Sunderland When built 1848
 By whom built J. Spowers Owners Benson & Co
 Port belonging to Sunderland Destined Voyage Hamburg
 If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet. <u>77</u> Inches. <u>0</u>	Extreme Breadth	Feet. <u>22</u> Inches. <u>6</u>	Depth of Hold	Feet. <u>11</u> Inches. <u>6</u>
Scantlings of Timber. Timber and Space..... each <u>10 1/2</u> Floors..... <u>awn</u> sided <u>10</u> Moulded <u>9</u> <u>8</u> 1 st Foothooks..... " <u>8 1/2</u> " <u>7 1/2</u> 2 nd Ditto..... " <u>8</u> " <u>6 3/4</u> 3 rd Ditto..... " <u>7 1/8</u> " <u>6 1/4</u> Top Timbers..... " <u>7</u> " <u>4 1/4</u> Deck Beams N ^o <u>10</u> Average Space <u>3 to 4 ft</u> " <u>8</u> " <u>8</u> <u>4 1/2</u> Hold Beams N ^o <u>7</u> Average Space " <u>9 1/2</u> " <u>9</u> <u>7</u> Keel..... " <u>10</u> " <u>12</u> Kelsons..... " <u>10</u> " <u>22</u>			Thickness of Plank. Outside. Keel to Bilge..... <u>2 1/2</u> Bilge Planks..... <u>4</u> Bilge to Wales..... <u>2 1/2</u> Wales..... <u>4</u> Topsides..... <u>2 1/2</u> Sheer Strakes..... <u>3</u> Plank Sheers..... <u>2 1/2</u> Water-Ways..... <u>4</u> Upper Deck..... <u>2 3/8</u> Inside. Foot Waling..... <u>3 1/2</u> Bilge Planks..... <u>3 1/2</u> Ceiling in Flat..... <u>2 1/2</u> Ditto Bilge to Clamp..... <u>2 1/2</u> Hold Beam Clamps..... <u>3 1/2</u> Deck Beam Ditto..... <u>2 1/2</u> Ceiling 'twixt Decks..... <u>2</u> Hold Beam <u>Planking</u> <u>3 1/2</u> Deck Beam Ditto..... "		
Copper or Iron. Heel-Knee, and Dead Wood abaft..... <u>1</u> Scarphs of Keel..... N ^o . <u>8</u> <u>5 1/2</u> Floor Timber Bolts..... <u>7/16</u> Kelson ditto..... <u>1</u> Transoms and throats of Hooks..... <u>7/16</u> Arms of Hooks..... <u>3/4</u>			Size of Bolts in Fastenings, distinguishing whether Copper or Iron. Bolts thro' the Bilge and Foot Waling..... <u>5/8</u> Butt End Bolts..... <u>7/8</u> Lower Pintle of the Rudder..... <u>2 1/4</u> Iron. Hold Beam..... <u>3/4</u> Deck Beam..... <u>7/8</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 2 1/4 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are free from all defects. The Floors and first Foothooks are composed of Bremen & Eng Oak Timber. The other Foothooks and Top Timbers of Eng Oak. The Shifts of the first and second Foothooks are not less than 2 1/2 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 fairly squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is fairly squared. The alternate Frames are not bolted together. Every 9th set to 22 heads N. B. If not, state how bolted. The Butts of the Timbers are fairly close together; their thickness not less than 5 1/3 of the entire moulding at that place. The Frame is cup 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 Scarphs of the Kelsons are not less than 5 feet 10 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 Amer Elm. From the first Foothook Heads to the Light Water Mark of Amer Elm. From the Light Water Mark to the Wales of Stettin & Amer Oak. The Wales and Black-strakes are of Stettin Oak. The Topsides of Stettin Oak. The Sheer-strakes and Plank-sheers of Stettin Oak. The Water-ways of Stettin Oak. The Decks of 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 cross between and . **Planking Inside.**—The Limber-strakes are composed of Amer Oak the Bilge Planks of Amer & Stettin Oak. The Ceiling, Lower Hold, of Stettin & Amer Oak Between Decks of Stettin Oak. Shelf Pieces of Clamps of Amer Oak. **Fastenings.**—To Hold Beams Four Binder round one Timber, Shirketting bolted through the Wales, and 6 pair of Iron Hanging Knees. Deck Beams Wood Lodging Knees and Iron Lying Hanging Knees Ends Two Wood Lodging Knees. Number of Breasthooks Four Pointers one pair two Crutches two Transom Knees on each side. Butts End Bolts are of Iron 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 rough.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature Robt. B. Smiley
 C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON. SL0929-0159

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,	160	Chain	1	3	Bower, <u>8.0.12: 7.2.19: 7.2.4</u>
1	Fore Top Sails,	75	Hempen Stream Cable	7	1	Stream, <u>3.1.17</u>
1	Fore Topmast Stay Sails,	40	Hawser	7/16	1	Kedge, <u>1.0.5</u>
1	Main Sails,	75	Towlines	4 1/2		
2	Main Top Sails,	75	Warp	4		
and <u>others as usual</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 Skiff

The present state of the Windlass is good Capstan Which and Rudder is leaves good
patent

General Remarks—Statement and Date of Repairs.

Surveyed on the 15 3 10 24 7 19 14
12 1 1 1 2 2 3

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

I am of opinion this Vessel should be Classed S. A. 1.

The Amount of the Fee.....£ 2 : - : - is received by me, Sho. B. Sney
vide 13/6/48
Special£ 7 : - : - not paid.
£ 4.14/1. & the return

Certificate (if required)£ : :

Committee's Minute 16th June 1848

Character assigned A 1 for S. S. Sney
LD



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Foundation