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No. 86 Survey held at Weymouth Date Feb 22 1844  
 on the Schooner Betsy Master Captain Lewis Lloyd  
 Tonnage 99 tons Built at Loos When built In the year of 1826  
 By whom built \_\_\_\_\_ Owners Mills County  
 Port belonging to London Destined Voyage Lincoln  
 If Surveyed Afloat or in Dry Dock on the Patent Ship  
Last Survey London No 9797 Classed R.A.

|   |                         |                 |   |               |                         |
|---|-------------------------|-----------------|---|---------------|-------------------------|
| Length aloft  | Feet. <u>42</u> Inches. | Extreme Breadth | Feet. <u>18</u> Inches.   | Depth of Hold | Feet. <u>11</u> Inches. |
| <b>Scantlings of Timber.</b><br>Timber and Space.....each<br>Floors.....sided<br>1 <sup>st</sup> Foothooks....."<br>2 <sup>nd</sup> Ditto....."<br>3 <sup>rd</sup> Ditto....."<br>Top Timbers....."<br>Deck Beams ....N <sup>o</sup> . of <u>16</u> ....."<br>Hold Beams ....N <sup>o</sup> . of <u>2</u> ....."<br>Keel....."<br>Kelsons....." |                         |                 | <b>Thickness of Plank.</b><br><b>Outside.</b><br>Keel to Bilge.....<br>Bilge Planks.....<br>Bilge to Wales.....<br>Wales.....<br>Topsides.....<br>Sheer Strakes.....<br>Plank Sheers.....<br>Water-Ways.....<br>Upper Deck.....<br><b>Inside.</b><br>Foot Waling.....<br>Bilge Planks.....<br>Ceiling in Flat.....<br>Ditto Bilge to Clamp.....<br>Hold Beam Clamps.....<br>Deck Beam Ditto.....<br>Ceiling 'twixt Decks.....<br>Hold Beam Shelves.....<br>Deck Beam Ditto..... |               |                         |
| <b>Size of Bolts in Fastenings.</b><br>Heel-Knee, and Dead Wood abaft.....<br>Scarphs of Keel.....N <sup>o</sup> . <u>1</u><br>Floor Timber Bolts.....<br>Kelson ditto.....<br>Transoms and throats of Hooks.....<br>Arms of Hooks.....   |                         |                 | <b>Iron.</b><br>Hold Beam.....<br>Deck Beam.....<br>same in Iron above the Copper.....  |               |                         |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are quite free from all defects. The Floors and first Foothooks are composed of English oak Timber. The other Foothooks and Top Timbers of English oak. The Shifts of the first and second Foothooks are not less than Quite Close N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Nearly Close. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place. The Frame is well chocked with 2 Butt at each end of the chock. The Main Kelson is composed of Red pine and the False Kelson of Mexican white oak. The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. in one piece. The Deck and Hold Beams are composed of English oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Mexican Elm. From the first Foothook Heads to the Light Water Mark of English oak. From the Light Water Mark to the Wales of English oak. The Wales and Black-strakes are of English oak. The Topsides of English oak. The Sheer-strakes and Plank-sheers of Mexican oak. The Water-ways of Elm. The Decks of yellow pine. State of Nearly New. The Shifts of the Planking are not less than 4 Feet 6 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. General The Planking is wrought \_\_\_\_\_ between.

**Planking Inside.**—The Limber-strakes are composed of Burch the Bilge Planks of Burch. The Ceiling, Lower Hold, of Red pine Between Decks of English oak. Shelf Pieces of English oak Clamps of \_\_\_\_\_.

**Fastenings.**—To Hold Beams 4 good oak pieces well fastened & secured. Deck Beams 4 pieces to each beam well fastened & secured in every part. Number of Breasthooks 4 of English oak Pointers 2 of English oak Crutches 2 of English oak. Butts End Bolts are of \_\_\_\_\_ in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched. Bilge and Footwaling well bolted through and clenched. in every part. General Quality of Workmanship Is being good.



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

| N <sup>o</sup> .   |                              | Fathoms. |                             | Inches. | N <sup>o</sup> . |                                      |
|--|------------------------------|----------|-----------------------------|---------|------------------|--------------------------------------|
| 2  | Fore Sails,                  | 130      | Chain .....                 | 1       | 2                | Bower, <i>All of proper size New</i> |
| 1  | Fore Top Sails,              | 65       | Hempen Stream Cable .....   | 6       | 1                | Stream, <i>do do</i>                 |
| 1  | Fore Topmast Stay Sails,     | 49       | Hawser .....                | 4       | 1                | Kedge, <i>do do</i>                  |
| 1  | Main Sails,                  | -        | Towlines .....              | -       | -                | -                                    |
|  | Main Top Sails,              | 70       | Warp .....                  | 3 1/2   | -                | -                                    |
|  | and <i>has some spare</i>    |          | All of <i>good</i> quality. |         |                  |                                      |
|  | <i>Sails about half worn</i> |          |                             |         |                  |                                      |
| Her Standing and Running Rigging <i>good &amp; proper</i> sufficient in size and <i>good</i> in quality. |                              |          |                             |         |                  |                                      |
| She has <i>One good</i> Long Boat and - - - - -  |                              |          |                             |         |                  |                                      |
| The present state of the Windlass is <i>good</i> Capstan - - - - - and Rudder <i>New</i>                 |                              |          |                             |         |                  |                                      |

**General Remarks—Statement and Date of Repairs.**

This vessel having been on shore on some of the banks of this Port, having received some slight damage, was brought in to this Port, and underwent very good repair, as follows: A new keel & planks & likewise stem bottom all newly planked, from keel to the first footboard heads of the Elms, a bulge plank at each side, some shifts of plank in whales & in counter, new reeders, changing some shifts of plank in siding, replaced with new, - has been all newly treenails all over & well fastened in every part, with bolts through & clinched in side, the knees breast hooks & beams all newly fastened where required - every thing that was required to be done has been done.

This vessel has been repaired about three years since such as new gunwhales & transoms bulwarks & rails, likewise new decks & waterways - & is now in a perfect state of repair, well found in stores, & consider her fit to take in a cargo of dry & perishable goods to any part of the world - - - - -

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A for 4 years

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,  
Special .....£ : :  
*U. Deane Surveyor*

Committee's Minute 27<sup>th</sup> Feb 1844

Character assigned A *new & repair*



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Foundation