

No. 3943 Survey held at Burton Mather Date 2nd September 1869
on the Schooner "Bessie Mitchell" Master John Thomas

Tonnage under tonnage deck 98.07 Built at Burton Mather When built 1869 Launched 12th August
Boards of trade deduction 4.91 By whom built John Wray & Son Owners Richard Mitchell & others
Ditto of poop or spar deck — Port belonging to Swansea Destined Voyage Phymouth
Total tonnage 98.07
Registered 93.16
Surveyed while Building, Afloat, or in Dry Dock While building & afloat in River Trent

Length as per section 39 ..	84	Inches.	Extreme Breadth Outside	21	Inches.	Depth of Hold	9	Feet.	Inches.	Number of Decks	One
Length of Keel	80										
Scantlings of Timber.											
TIMBER AND SPACE	23					Outside Plank.				Dimensions of Ship per Register,	
Floors	9 1/2	12		7	7	Garboard Strakes ..	3	2		length <u>84</u> breadth <u>21</u> depth <u>9.875</u>	
1 st Foothooks	1 1/2	8		6	6	Garboard to Bilge ..	3	2		Inside Plank.	
2 nd Ditto	1 1/2	7 1/2		5 1/2	5 1/2	Bilge Planks	4	2		Inches. Required per Rule.	
3 rd Ditto	1 1/2	7 1/2		5 1/2	5 1/2	Bilge to Wales	3	2		In Ship.	
Top Timbers	1 1/2	7 1/2	5 1/2	5 1/2	4	Wales	4	3		Limber Strakes ...	
Deck } N ^o <u>16</u> Average } <u>4</u> feet	9	9	7	7 1/4	7 1/4	Topsides	2 1/2	2 1/4		Bilge Planks	
Beams } Space }						Sheer Strakes	2 1/2	2 1/4		Ceiling in Flat	
Deck Beams, length amidships <u>19</u> feet	8					Plank Sheers	2 1/2	2		Ditto Bilge to Clamp	
Hold } N ^o Average }						Water-Upper Deck	7 1/2	5 1/2		Hold Beam Clamps ..	
Beams } Space }						Ways Lower Deck				Deck Beam Ditto ..	
Hold Beams, length amidships	11	12		8	8	Ditto, faying surface	5	3 1/2		Ceiling twist Decks	
Keel	11	12		8	8	against Timbers ..				Hold Beam Shelves ..	
Scarphs of Ditto	1 1/2	8		4	4	Upper Deck	3	2 1/2		Deck Beam Ditto ..	
Keelsons	12	13		9	9						
Scarphs of Ditto	5	9		4	4						

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.											
Rider <u>1 1/4 x 8</u>	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway ..		
Heel-Knee, & Deadw'd abaft	1	1 1/8	1 1/8	Arms of Hooks	1 1/8	1 1/8	1 1/8	Bolts in	Knees		
Scarphs of Keel, N ^o <u>16</u>	1 1/8	1 1/8	1 1/8	Thro' Bilge & Limber Strakes	1 1/8	1 1/8	1 1/8		Shelf or Clamp		
Keelson Bolts through Keel	1 1/8	1 1/8	1 1/8	Thickstuff over Double Floors	1 1/8	1 1/8	1 1/8	Deck Beam	Waterway ..	1 1/8	1 1/8
at each Floor	1 1/8	1 1/8	1 1/8	Butt End Bolts	1 1/8	1 1/8	1 1/8	Bolts in	Knees	1 1/8	1 1/8
Bolts thro' Heels of Timbers	1 1/8	1 1/8	1 1/8	Short Bolts in Ceiling	1 1/8	1 1/8	1 1/8		Shelf or Clamp	1 1/8	1 1/8
against Deadwood	1 1/8	1 1/8	1 1/8	Pintles of the Rudder	1 1/8	1 1/8	1 1/8	Nails or Bolts in Flat of Deck		1 1/8	1 1/8
								Treenails	Inches	1 1/8	1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2.3 Inches. The Space between the Top-Timbers is 3.5 1/2 Inches.
The Floors consist of English oak & Greenheart The First Foothooks of English oak
The Second Foothooks of English oak The Third Foothooks and Top Timbers of English oak
The Shifts of the First and Second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are sufficient
The Frame is well squared from First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is sound
The alternate Frames are — bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are — close together; their thickness not less than 1/4 of the entire moulding at that place.
The Frame is cross chocked with — Butt at each end of the chock. The Main piece of Rudder is English oak of Windlass is English oak
The Keel is Ant. Elm The Main Keelson is Greenheart and — free from all defects.
The Stem, and Stern Post of English oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English oak Deadwood, of Ant. Elm above 2 feet height and are — free from all defects.
The Deck and Hold Beams of English oak The Breasthooks of English oak The Knees of English oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Ant. Elm & English Elm & Red Pine
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Red Pine
From the Light Water Mark to the Wales Red Pine
The Wales and Black-strakes are English oak The Topsides & Sheer-strakes English oak
The Spirketting and Plank-sheers English oak The Water-ways { Upper Deck English oak
Lower Deck —
The Decks Red pine State of good
The Shifts of the Planking are not less than five 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 thru between, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart oak
The Ceiling, Lower Hold, and between Decks Red pine & Oak Shelf Pieces and Clamps Red pine
Fastenings.—To Hold Beams

Deck Beams English oak loding knees & every Beam and five
pair Iron knee Riders
Number of Breasthooks Three Pointers — Crutches English oak
Butt End Bolts are of Iron in the Bottom. Two Bolts in each Butt End one bolt through and clenched.
Bilge and Limber Strakes an bolted through and clenched. Treenails of English oak How Made Circular
Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Fair
We certify that the above is a correct description of the several particulars therein given
Builder's Signature John Wray & Son Surveyor's Signature M. Davidson

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

Tested in accordance with Table 1st Sept 1868

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
Complete Survey	Fore Sails,	Chain <u>Stud</u>	<u>75</u>	<u>1 1/2</u>	<u>18.0.0.0</u>	<u>12</u>	<u>10 1/2</u>	Bowers <u>Rodgers</u>	<u>2</u>	<u>5.0.0</u>	<u>8.0.0.0</u>	<u>4 1/4</u>	<u>6 1/2</u>
	Fore Top Sails,												
	Fore Topmast Stay Sails,	Hempen Stream Cable	<u>50</u>	<u>3/4</u>									
	Main Sails,	Hawser	<u>70</u>	<u>1 1/2</u>				Stream	<u>1</u>	<u>4.0.14</u>		<u>1 1/2</u>	
	Main Top Sails,	Towlines	<u>70</u>	<u>8 1/2</u>				Kedges	<u>1</u>	<u>1.2.2</u>		<u>3/4</u>	
	and others as required	Warp	<u>70</u>	<u>3 1/2</u>									
		All of <u>good</u> quality.											

Her Standing and Running Rigging Hemp sufficient in size and good in quality.

She has one Long Boat and new

The present state of the Windlass is good Capstan Winch Rudder good Pumps don

Order for Special Survey,

No. _____ Date _____

Order for Ordinary Survey,

No. _____ Date _____

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed 21st April 1869

2nd. When the Beams are put in, &c. 24th June 1869

3rd. { When completed, and before the plank be painted or payed } 6th August 1869

General Remarks

Certificate from Low Walker Proving House Newcastle upon Tyne
dated 10th & 13th August 1869 and
signed Robert Burrell
Superintendent

Present condition of Caulking of Bottom, good Deck, good and Waterways good

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

I am of opinion this Vessel should be Classed S M 1

The Amount of the Fee.....£ 1 : - : - is received by me,

Special£ 5 : 5 : -
Certificate£ 2 : 6 : -

Committee's Minute 24th September 1869

Character assigned A 1 for 8 Years



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