

No. 3943 Survey held at Burton Station Date 2<sup>nd</sup> September 1869  
 on the Schooner "Bessie Mitchell" Master John Thomas

Tonnage under tonnage deck 98.07 Built at Burton Station When built 1869 Launched 12<sup>th</sup> August  
 Ditto of poop or spar deck 4.91 By whom built John Wray & Son Owners Richard Mitchell & others  
 Total tonnage 98.07 Port belonging to Swansea Destined Voyage Plymouth  
 Surveyed while Building, Afloat, or in Dry Dock Whole building & afloat in River Trent

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel .....	84		21		9	9			One

  

Scantlings of Timber.	IN SHIP.		REQUIRED PER RULE.		Outside Plank.	INCHES.		Dimensions of Ship per Register,			
	Sided.	Moulded.	Sided.	Moulded.		In Ship.	Required per Rule.		length	breadth	depth
TIMBER AND SPACE .....	23		18		Garboard Strakes ..	3	2	84	21	9.875	
Floors .....	9 1/2	12	7	7	Garboard to Bilge ..	3	2				
1 <sup>st</sup> Foothooks .....	7 1/2	8	6	6	Bilge Planks .....	4	2				
2 <sup>nd</sup> Ditto .....	7 1/2	7 1/2	5 1/2	5 1/2	Bilge to Wales ....	3	2	Inside Plank.	In Ship.	Required per Rule.	
3 <sup>rd</sup> Ditto .....					Wales .....	4	3				Limber Strakes ...
Top Timbers .....	6 1/2	5 1/2	5 1/2	4	Topsides .....	2 1/2	2 1/4	Bilge Planks .....	4	2 1/2	
Deck Beams } N <sup>o</sup> <u>16</u> Average Space } <u>4 feet</u>	9	9	7 1/4	7 1/4	6	Sheer Strakes .....	2 1/2	2 1/4	Ceiling in Flat ....	2 1/2	1 1/2
Deck Beams, length amidships <u>19 feet 6"</u>					6	Plank Sheers .....	2 1/2	2	Ditto Bilge to Clamp	2 1/2	1 1/2
Hold Beams } N <sup>o</sup> _____ Average Space } _____					6	Water-Ways } Upper Deck	7 1/2	5 1/2	Hold Beam Clamps ..		
Hold Beams, length amidships .....					6	Lower Deck			Deck Beam Ditto ..		2
Keel .....	11	12	8	8	6	Ditto, faying surface against Timbers ..	5	3 1/2	Ceiling-twixt Decks		
Scarphs of Ditto .....	11	8	4 feet		3	Upper Deck	3	2 1/2	Hold Beam Shelves ..		
Keelsons .....	12	13	9	9					Deck Beam Ditto ..		7/4 x 6
Scarphs of Ditto .....	5 feet 9"		4 feet								

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Dead'w'd abaft	1	1 1/8	1 1/8	Transoms and throats of Hooks	3/4	1 1/8	1 1/8
Scarphs of Keel, N <sup>o</sup> <u>16</u>	7/8	1 1/8	1 1/8	Arms of Hooks .....	7/8	1 1/8	1 1/8
Keelson Bolts through Keel at each Floor .....	7/8	1 1/8	1 1/8	Thro' Bilge & Limber Strakes	7/8	1 1/8	1 1/8
Bolts thro' Heels of Timbers against Deadwood .....	1 1/8	1 1/8	1 1/8	Thickstuff over Double Floors	7/8	1 1/8	1 1/8
				Butt End Bolts .....	7/8	1 1/8	1 1/8
				Short Bolts in Ceiling .....	2	1 1/8	1 1/8
				Pintles of the Rudder .....			

**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 Elm & English oak 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 three 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 lodging knees to 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 are 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

HVL 394-0172

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

*Tested in accordance with Table 1st Imp 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 <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain <u>Steel</u> .....	<u>75</u>	<u>1 5/8</u>	<u>18.0.0.0</u>	<u>16</u>	<u>10 1/2 tons</u>	Bowers <u>Red Lead</u> .....	<u>2</u>	<u>5.0.0</u>	<u>8.0.2.0</u>	<u>4 1/4</u>	<u>6 1/2 tons</u>
	Fore Top Sails,												
	Fore Topmast Stay Sails,	Hempen Stream Cable	<u>50</u>	<u>3/4</u>						Including Stocks			
	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 Wrench Rudder good Pumps new

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 21<sup>st</sup> April 1869

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

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

General Remarks

*Certificate from Low Walker Proving House Newcastle upon Tyne dated 10<sup>th</sup> & 13<sup>th</sup> 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,

*Am't Recd Ex 125/-*  
Special .....£ 5 : 5 : -  
Certificate ....£ : 2 : 6

Committee's Minute 21<sup>st</sup> September 1869

Character assigned M 1 for S & H

*Mr Davidson*

