

1968

No. 1968 Survey held at Sunderland - Date April 184 /  
on the Schooner "Bethesda" Master W. Hetherington  
Tonnage <sup>old</sup> 109 <sup>new</sup> 101 Built at Sunderland - When built 1840  
By whom built Chas. Hay - Owners W. Hetherington  
Port belonging to Sunderland - Destined Voyage Crown Point  
If Surveyed Afloat or in Dry Dock during the Building

Length aloft	Feet. 66	Inches. 0	Extreme Breadth	Feet. 19	Inches. 6	Depth of Hold	Feet. 10	Inches. 6
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	Inches. 9			Outside.		Inches.	Inside.	
Floors..... sided	8	Moulded	8 1/2	7	Keel to Bilge	2 1/2	Foot Waling	2 1/2
1 <sup>st</sup> Foothooks..... "	7	"	6 1/2		Bilge Planks	3 1/2	Bilge Planks	3 1/2
2 <sup>nd</sup> Ditto..... "	7	"	6		Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto..... "	6	"	5 1/2		Wales	3 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers..... "	6	"	4 1/2		Topsides	2	Hold Beam Clamps	4
Deck Beams .... N°. of - 16 - full..... "	7	"	7	4 1/2	Sheer Strakes	2 1/2	Deck Beam Ditto.....	2 1/2
Hold Beams .... N°. of - 6 - .....	9	"	9	6 1/2	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks	2
Keel .....	9	"	7 1/2		Water-Ways.....	3	Hold Beam Shelves	10 1/2
Kelsons .....	10	"	15		Upper Deck .....	2 1/2	Deck Beam Ditto.....	"
Copper.			Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft .....	Inches. 7/8		Copper.		Inches.	Iron.		
Scarphs of Keel..... N°. 7	7/8		Bolts thro' the Bilge and Foot Waling		5/8	Hold Beam .....		
Floor Timber Bolts .....	3/4		Butt End Bolts		1/2	Deck Beam .....		
Kelson ditto .....	7/8		Lower Pintle of the Rudder		2 1/4			
Transoms and throats of Hooks .....	7/8					same in Iron above the Copper.....		
Arms of Hooks .....	7/8							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 162 Inches. The Space between the Top-timbers is 263 Inches. The Stem, Stern Post, are composed of Stettin Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Stettin Oak and are genuinely free from all defects. The Floors and first Foothooks are composed of Stettin and English Oak Timber. The other Foothooks and Top Timbers of Stettin and English Oak. The Shifts of the first and second Foothooks are not less than 5/6 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 tolerably squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is fairly squared. The alternate Frames are not bolted together. Every 4<sup>th</sup> N. B. If not, state how bolted. to 2 heads. The Butts of the Timbers are all close together; their thickness not less than 1/8 of the entire moulding at that place. The Frame is not chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer<sup>cn</sup> Elm and the False Kelson of —. The Scarphs of the Kelsons are not less than — feet — inches. none. The Deck and Hold Beams are composed of Deck Beams are Stettin Oak. Hold Beams Amer<sup>cn</sup> Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Amer<sup>cn</sup> Elm. From the first Foothook Heads to the Light Water Mark of Amer<sup>cn</sup> Elm. From the Light Water Mark to the Wales of Baltic Red Pine. Ends part Oak. The Wales and Black-strakes are of Memel Oak. part ends Eng<sup>l</sup> Oak. The Topsides of Memel Oak. The Sheer-strakes and Plank-sheers of Memel Oak. The Water-ways of Memel Oak. The Decks of Yellow Pine. State of —. The Shifts of the Planking are not less than 4 Feet 0 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 2 and 3 mostly 3 between

**Planking Inside.**—The Limber-strakes are composed of Amer<sup>cn</sup> Elm the Bilge Planks of Amer<sup>cn</sup> Elm. The Ceiling, Lower Hold, of Memel Red Pine to Bilge. flat Elm. Between Decks of Baltic Red Pine. Shelf Pieces of Amer<sup>cn</sup> Oak Clamps of Memel Oak.

**Fastenings.**—To Hold Beams 6 Beams secured with Fell's patent. Deck Beams Double Wood Tines and Ringers below. Number of Breasthooks Four Pointers the pair Crutches 2 Transom Run 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 Fair.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name

John Brunton



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,	150	Chain .....	15/16	2	Bower, 5 3/4 - 5 3/4
1	Fore Top Sails,	40	Hempen Stream Cable .....	6	1	Stream, 1 1/2 c
2	Fore Topmast Stay Sails,	55	Hawser .....	5/8	1	Kedge, 3/4 c
1	Main Sails,	60	Towlines .....	4		
1	<del>Main Top Sails,</del>	60	Warp .....	5		
	and <u>usual outfit in the sails</u>		All of <u>fine</u> quality.			

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

She has one Long Boat and stiff

The present state of the Windlass is suff. Capstan do and Rudder and Beams suff.

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

The principal part of the Floor - 1<sup>st</sup> and 2<sup>nd</sup> Footboards and Hambro Deck  
Remainder of frame is mostly of dry Oak, all of fair scantling and quality, and  
generally well squared up to 2<sup>nd</sup> h<sup>2</sup>. The big timbers unusually sappy. Part of  
Grassens and Counter Timber sappy: Beams & Mice of fair scantling & suff.  
The quality of plank appears reasonably good: generally well brought and  
shipped and well cleared of sap. Turned off Oak and Fir  
Upper, Lower, and Beams sufficiently secured for the size of ship.

Completed building Sept 1840. Launched Jan. 1841: when surveyed as follows

8	20	14	22	11
9	9	10	10	11

Remarks: Just fitted out.

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

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

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special .....£ : :

Committee's Minute 14<sup>th</sup> May 1841

Character assigned A 1 for 6 years

*John Brunton*



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