

No. 75 Survey held at Padstow Date August 17 18 41
 on the Schooner Amethyst Master Edw D Parnell
 Tonnage 81 0m Built at Padstow When built 1841
 By whom built Mrs Bethell & Co Owners John Hawken
 Port belonging to Padstow Destined Voyage Swansea
 If Surveyed Afloat or in Dry Dock in Builder's Yard as prescribed by Rules

Length aloft.....	Feet. <u>58</u> Inches. <u>2</u>	Extreme Breadth	Feet. <u>18</u> Inches. <u>2</u>	Depth of Hold	Feet. <u>9</u> Inches. <u>7</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>18</u>	Inches. Middle <u>9</u> Ends <u>7 3/4</u>	Outside.	Inches. <u>2 1/2</u>	Inside.	Inches. <u>3</u>
Floors.....	sided <u>8 1/2</u>	Moulded <u>9 1/4</u>	Keel to Bilge	<u>2 1/2</u>	Foot Waling.....	<u>3</u>
1 st Foothooks.....	" <u>8</u>	" <u>7 3/4</u>	Bilge Planks	<u>5</u>	Bilge Planks	<u>3 1/2</u>
2 nd Ditto	" <u>7</u>	" <u>7 1/4</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto.....	" <u>6 1/2</u>	" <u>5 1/2</u>	Wales	<u>3 1/2</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	} <u>8 1/2</u>	" <u>5 1/2</u>	Topsides	<u>2</u>	Hold Beam Clamps	
Deck Beams		" <u>8</u>	" <u>5 1/4</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....
Hold Beams	Number of <u>15</u>	" <u>8</u>	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	Do. do. <u>13</u>	" <u>12</u>	Water-ways	<u>5 1/2</u>	Hold Beam Shelves	
Kelsons		" <u>22</u>	Upper Deck	<u>2 1/2</u>	Deck Beam ditto	

Size of Bolts in Fastenings.		Copper.	Iron.
Heel-Knee, and Dead Wood abaft <u>Scarp of Keel in am. piece N.</u>	Inches. <u>1</u>	Bolts thro' the Bilge and Foot Waling	Inches. <u>3/4</u>
Floor Timber Bolts.....	<u>1</u>	Butt End Bolts	<u>3/4</u>
Kelson ditto <u>Butt. through L. wing. floor.</u>	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/2</u>
Transoms and throats of Hooks <u>1 1/2</u>	<u>7/8</u>	same in Iron above the Copper	
Arms of Hooks	<u>3/4</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. avg. The Space between the Top-timbers is 3 Inches. avg. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are quite free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of Ditto

Her Shifts of the first and second Foothooks are not less than 3 ft 6 in N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are more up than 3-4

The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared and free from defects

The alternate Frames are all bolted together.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is all chocked with square Butt at each end of the chock. except when the hull & points are done square

The Main Kelson is composed of English Oak and the False Kelson of —

The Scarphs of the Kelsons are not less than 8 feet — inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of Ditto

The Wales and Black-strakes are of Ditto

The Topsides of Ditto

The Sheer-strakes of English Oak Decks, and state of, Yellow Pine. Good

The Gunwales of Ditto Water-ways of English Oak

The Shifts of the Planking are not less than 58 6 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought three & four between. the Butts the Stringers of —

Planking Inside.—The Clamps are composed of English Oak

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Double & Locking Iron also for Yacht

Deck Beams — Pointers none Crutches none

Number of Breasthooks none

Butts End Bolts are of Copper in the Bottom, and Two Bolt in each Butt End through and clenched. Don't use Copper Nails

Bilge and Footwaling all bolted through and clenched.

General Quality of Workmanship very Superior

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

Builder's Name Mrs Bethell & Co

Surveyor's Name John Holman

Her Masts, Yards, &c. are in abn ^{good} condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.	ANCHORS.		
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	150	Chain	13/16	2	Bower, 5-2-0 & 5-2-0
1	Fore Top Sails,	90	Hempen Stream Cable.....	5 3/4	1	Stream, 2-3-0
1	Fore Topmast Stay Sail,	90	Hawser	4 1/2	2	Kedge, 1-1-0 & 1-0-0
1	Main Sails,	90	Towlines	3 1/2		All of proper weight.
1	Main Top Sails,	100	Warp	3		
and <u>abn</u> other maysay Sails, &			All of <u>good</u> quality.			

Her Standing and Running Rigging is all new and sufficient in size and best in quality.

She has One Long Boat and

The present state of the Windlass is good Capstan and Rudder good

General Remarks—Statement and Date of Repairs.

All plank 9ⁱⁿ wide double fastened in every timber, and all under Dble & Sayle fastened in every timber 2/3rd of fastenings gone through the cutting —
All the Bolt & Nail fastenings to the Paint Strake is Copper except the Throats —
Every Frame is bolted together, and nearly all chocked
The Bends are all Bolted though I written with copper
Belges outside 3 Strakes, of 5ⁱⁿ thick & two of 4ⁱⁿ thick & two of 3ⁱⁿ each side
Belges inside 4 planks, 9ⁱⁿ wide 3ⁱⁿ thick all fore & aft were bolted though with Copper & Clench'd,

The Byrd is a very fine, firm good Byrd as need be built, the greatest space between the Beams is 4^{ft} & least 3^{ft}, except the Hatchway which is 8^{ft} —

~~As~~ You stated in your letter to me that were the Frames were all bolted together and the keel & points of timbers square, the Chocks are not indispensable ^{in this Byrd} in that case have recommended this Byrd 12 years A 1, which she will deserve,

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And Sam of opinion this Vessel should be Classed A 1 12 years

any The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Anty cuts

5.0

John Holman

Committee Minute 24th August 1834

Character assigned 12 A 1

[Signature]



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