

No. 375 Survey held at Bristol Date June 30 1839 375
 on the Schooner "Lucy" Master Robt Harding
 Tonnage 127 Built at Chepstow When built 9 July 1835 launched
 By whom built Swift Owners William Cook
 Port belonging to Bristol Destined Voyage Barbadoes
 If Surveyed Afloat or in Dry Dock on several occasions in dock during her repair

Length aloft.....77^{Feet.}11^{Inches.} Extreme Breadth19^{Feet.}1^{Inches.} Depth of Hold11^{Feet.}6^{Inches.}

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	11		
Floors..... sided	11	Moulded	10 1/2 9
1 st Foothooks.....	9	"	9
2 nd Ditto.....	8	"	8
3 rd Ditto.....	7	"	7
Top Timbers.....	6	"	6 5
Deck Beams..... Number of <u>15</u>	8 1/2	"	8 6
Hold Beams..... No. <u>2</u>	8	"	8 6 1/2
Keel.....	12	"	16
Kelsons.....	12	"	17

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	3
Bilge Planks.....	4 1/2	Bilge Planks.....	4
Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2
Wales.....	4 1/2	Ditto Bilge to Clamp.....	2
Topsides.....	2	Hold-Beam Clamps.....	2 1/2
Sheer Strakes.....	2 1/2	Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2
Water-ways.....	4 1/2	Hold Beam Shelves.....	none
Upper Deck.....	2 1/2	Deck Beam ditto.....	"

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft <u>Iron</u>	1 1/8	Bolts thro' the Bilge and Foot Waling <u>Iron</u>	3/4	Hold Beam... <u>Iron knees</u>	1 7/8
Scarphs of Keel..... N ^o . <u>4</u>	3/4	Butt End Bolts.....	5/8	Deck Beam.....	7/8 3/4
Floor Timber Bolts.....	1	Lower Pintle of the Rudder.....	2 1/2		
Kelson ditto.....	1 1/8				
Transoms and throats of Hooks.....	1				
Arms of Hooks.....	7/8			same in Iron above the Copper.....	5

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

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

Her other Foothooks and Top Timbers of do

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

The rest of the Shifts of the Frame are irregular

The Frame is well squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is square & good

The alternate Frames are bolted together.

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

The Frame is well chocked with a Butt at each end of the chock. in the after part of the vessel & elsewhere where seen

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

The Scarphs of the Kelsons are not less than 6 feet 6 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 English Elm & Beech

From the first Foothook Heads to the Light Water Mark of the Water 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 do

The Sheer-strakes of do

The Gunwales of English Oak Water-ways of do

The Shifts of the Planking are not less than 5 Feet 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 2 1/3 thick between generally

Planking Inside.—The Clamps are composed of English Oak the Stringers of English Oak

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

Fastenings.—To Hold Beams Iron knees

Deck Beams Iron and Wood knees - (double wood knees with 3 Pair Iron hangers &c)

Number of Breasthooks Four Pointers none Crutches none

Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron bolted through and clenched.

General Quality of Workmanship do

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

Builder's Name

Surveyor's Name



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
<i>a couple</i>	Fore Sails,	<i>170</i>	Chain	<i>1</i>	<i>2</i>	Bower,
<i>new</i>	Fore Top Sails,	<i>100</i>	Hempen Stream Cable.....	<i>6 1/2</i>	<i>1</i>	Stream,
<i>with</i>	Fore Topmast Stay Sails,	<i>100</i>	Hawser	<i>4 1/2</i>	<i>1</i>	Kedge,
<i>Topmast &</i>	Main Sails,		Towlines			All of proper weight.
<i>Foremast</i>	Main Top Sails,	<i>3</i>	Warp <i>100 100 100</i> <i>3 1/2 3 1/2 2 1/2</i>			
and			All of <i>good</i> quality.			

Her Standing and Running Rigging is quite sufficient in size and good in quality.

She has Two Boats a Long Boat and Yacht

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

General Remarks—Statement and Date of Repairs.

This vessel has now been lengthened ten feet by the stern, and that part of her frame amovible, which has necessarily been exposed to view by the removal of inside and outside planks to preserve proper shifts, appears of very large dimensions, and is very sound and good. She has had a general overhaul in Mast, Spars, Riggers and Sails.

She is an unusually substantial strong built vessel, is well secured and in my opinion is entitled to be classed as under

If Sheathed, Doubled, or Felted, Single bottom
and Date when last done _____

And See of opinion this Vessel should be Classed 11 A1

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

Edward Drew

See
Committee Minute 25 July 1839

Character assigned Rated 6-11 A1

DR



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