No. 375 Survey held at Bristol Date June 30 1859

on the Schooner "Lucy" Master Rob Harding

Tonnage 127 tons Built at Chepstow (Brockwar) When built 1835

By whom built Swift Owners William Cook

Port belonging to Bristol Destined Voyage Baltic

If Surveyed Afloat or in Dry Dock on several occasions in dock during her repairs

	Feet.	Inches.		Feet	Inches.		Feet.	Inches.
Length aloft	77	11	Extreme Breadth	19	1	Depth of Hold	11	6½

Scantlings of Timber.

		Inches		Inches. Middle	Inches Ends
Timber and Space	each	11			
Floors	sided	11	Moulded	10½	9
1st Foothooks	"	9	"	9	
2nd Ditto	"	8	"	8	
3rd Ditto	"	7	"	7	
Top Timbers	"	6	"	6	5
Deck Beams ... Number of 15	"	8½	"	8	6
Hold Beams ... Do. Do. 2	"	8	"	8	6½
Keel	"	12	"	16	
Kelsons	"	12	"	17	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3	Foot Waling	3
Bilge Planks	4½	Bilge Planks	4
Bilge to Wales	2½	Ceiling in Flat	2
Wales	4½	Ditto Bilge to Clamp	2
Topsides	2	Hold Beam Clamps	2½
Sheer Strakes	2½	Deck Beam Ditto	3
Plank Sheers	3	Ceiling 'twixt Decks	2
Water-ways	4½	Hold Beam Shelfs	none
Upper Deck	2½	Deck Beam ditto	"

Size of Bolts in Fastenings.

Copper. Iron	Inches	Copper. Iron	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1⅛				
Scarphs of Keel ... N°. 4	¾	Bolts thro' the Bilge and Foot Waling	¾	Hold Beam	1 5/8
Floor Timber Bolts	1	Butt End Bolts	⅝	Deck Beam	7/8 to ¾
Kelson ditto	1⅛	Lower Pintle of the Rudder	2½		
Transoms and throats of Hooks	1				
Arms of Hooks	⅞			same in Iron above the Copper	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between the Top-timbers is 2 to 3 Inches. generally 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 in proportion

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

The alternate Frames are ____ bolted together.

The Butts of the Timbers are ____ close together; their thickness not less than ⅓ of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. in the after body

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

8 X From the first Foothook Heads to the Light Water Mark of English Elm & Beech

6 X From the Light Water Mark to the Wales of Do X Eng Oak as Bendals

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 English Oak

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 & 3 thicks between. nails

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 Do

Fastenings.—To Hold Beams Iron Knees

Deck Beams Iron Wood Knees with 3 Pair Iron Lanying do

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

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

Builder's Name ____

Surveyor's Name ____

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C. F. SEYFANG, PRINTER, FARRINGDON STREET, LONDON.

BR579-0195

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

She has SAILS.		CABLES, &c.			ANCHORS.	
N°.		Fathoms.		Inches.	N°.	
a complete new suit with spare Topsail	Fore Sails,	170	Chain	1	2	Bower,
	Fore Top Sails,	100	Hempen Stream Cable.....	6½	1	Stream,
	Fore Topmast Stay Sails,	100	Hawser	4½	1	Kedge,
	Main Sails,		Towlines			All of proper weight.
	Main Top Sails,	3	Warp 1 ..... 3½ (100) ..... 3 (100) 2½ (100)			
and			All of good quality. (length 1 Mile)			

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

She has a Long Boat and Yawl

The present state of the Windlass is good Capstan and Rudder in efficient order

General Remarks—Statement and Date of Repairs.

This Vessel has now been lengthened ten feet by the stern and that part of her frame amidships, which has necessarily been opened to view by the removal of inside and outside planks (to preserve proper shift) appears of very large dimensions and is sound and good. She is a substantial built vessel, is well secured and in my opinion is entitled to be classed as under.

In Masts Spars, Rigging and sails she has had a thorough overhaul —

If Sheathed, Doubled, or Felted, Single bottom

and Date when last done

And I am of opinion this Vessel should be Classed 11 A 1

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

Committee Minute 16th July 1839

Character assigned A 1 6 Years

Last Survey 15 July

Classed 15 A 1

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