No. 3605 Survey held at Bristol Date, first Survey 30th June Survey 7th April 18 76

Re 12/1/76 & 29/1/76

the Schooner "Rebecca Mary" Master William Jones 3605

Official Number

Tonnage under Tonnage Deck

Ditto of Spar Deck, or Awning Deck

Ditto of Poop, or Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 95 69/94

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Register Tonnage, as a Steamer, cut on the Beam

built at Bristol When built 1876 Launched 19th February

whom built Mess.rs Hothart & Co. Owners George Farren & Canarvon

rt belonging to Canarvon Destined Voyage Coasting

Surveyed while Building, ~~Afloat, or in Dry Dock~~ Bristol

Length as per section 39 .... Feet. 95 Inches. 2

Length of Keel 95 2

Extreme Breadth Outside 18 9

Depth of Hold 8 5 1/2

(Depth from limber-strakes to under side of lower deck beam 8.5 1/2)

Number of Decks One

Scantlings of Timber.

	Sided.	Moulded.	Moulded. Middle.	Moulded. Ends.
			REQUIRED PER RULE. 100 Tons	
Timber and Space	18 Ins		19 inches	
Floors ... 9 1/2 & 8 P. Pine alternate	8 1/2	E. Oak	7 1/2	7 1/2
1st Foothooks	7		6 1/2	6 1/2
2nd Ditto	6		6	6
3rd Ditto	6	5	5 3/4	5 3/4
Top Timbers	"	"	"	"
Deck Beams } No. 18 Average Space 3.6 4 Half Beams	7 1/2	6 1/2	6 3/4	6 1/4
Deck Beams, length amidships	17 ft			
Hold Beams } No. — Average Space —				
Hold Beams, length amidships				
Keel False Keel	12		9	9
Scarphs of Ditto	6 6		4 3	
Keelsons	10		10	10
Scarphs of Ditto	6 6		4 9	

Outside Plank.

	In Ship.	Required per Rule. 100 Tons
	INCHES.	
Garboard Strakes	2 3/4	2 3/4
Garboard to Bilge	2 3/4	2 3/4
Bilge Planks	3 1/2	3
Bilge to Wales	2 3/4	2 1/2
Wales	3 1/2	3 1/2
Topsides	3	2 1/2
Sheer Strakes	3	2 1/2
Plank Sheers	2 3/4	2
Water Ways { Upper Deck	3	2 1/2
Water Ways { Lower Deck		
Ditto, faying surface against Timbers		
Upper Deck	2 1/2	2 1/2

Dimensions of Ship per Register, length 91.4 breadth 18.6 depth 8.5 1/2

Inside Plank.

	In Ship.	Required per Rule. 100 Tons
	INCHES.	
Limber Strakes	2 1/2	3
Bilge Planks	3 1/2	3
Ceiling in Flat	2 1/2	1 3/4
Ditto Bilge to Clamp	2 1/2	1 3/4
Hold Beam Clamps		
Deck Beam Ditto	2 1/2	2 1/2
Ceiling 'twixt Decks	2	1 3/4
Hold Beam Shelfs		
Deck Beam Ditto	2 1/2 Deck	

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; and No. of Treenails.

	Copper or YM. in Ship.	Iron in Ship.	Ins. reqd per Rule 100 Tons
Heel-Knee, & Beadw'd abaft	—	1 1/8	
Scarphs of Keel, No. 6	—	3/4	
Keelson Bolts through Keel at each Floor	—	1	1 1/8
Bolts thro' Heels of Timbers against Deadwood	—	3/4	1
Frame Bolts	—	5/8	—

	Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule 100 Tons
Transoms and throats of Hooks	—	1	1
Arms of Hooks	—	3/4	5/8
Thro' Bilge and Limber Strakes	—	3/4	5/8
Thickstuff over Double Floors	—	3/4	5/8
Butt End Bolts	—	5/8	5/8
Short Bolts in Ceiling	—	1/2	1/2
Pintles of the Rudder	—	2 1/2 Bar	2 1/4

	Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule
Hold Beam Bolts in { Waterway, Knees, Shelf or Clamp			1 1/4
Deck Beam Bolts in { Waterway, Knees, Shelf or Clamp		3/4 Galv. Iron	5/8
Nails or Bolts in Flat of Deck		5 1/2 Gal	
Treenails 1 1/8 ... Inches E.h Oak			

Timbering.—The Space between the Floor Timbers and Lo[ks] is 4 1/2 Inches. The Space between the Top-Timbers is 6

The Floors consist of Alternate E. Oak & Pitch Pine First Foothooks of Alternate E. Oak & Pitch Pine

The Second Foothooks of do do do e Third Foothooks and Top Timbers of do do do

The Main Keelson is Pitch Pine a[l] free fr[om] all defects.

Hog — do / do. upper Hog Timbers

The Transoms, Knightheads, Hawse Timbers, & Aprons of E. Oak ditto.

Deadwood, of E. Oak & Piece of Elm and ditto.

The Stem, and Stern Post of English Oak ditto.

The Deck ~~and Hold~~ Beams of Bolton oak

The Breasthooks of 1 English Oak, and 2 Iron

The Knees of Iron hanging Knees The Keel American Rock Elm

The Main piece of Rudder of E. Oak of Windlass of E. Oak

The Shifts of the First and Second Foothooks are not less than 3.6

N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Shifted Very good

The Frame is well squared from First Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is Square

The — Frames are all 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 1/3 of the entire moulding at that place.

The Frame is — chocked with a Butt at each end of the chock.

Planking Outside.—From the Keel to the Height defined in Note to Table A / to the First Foothook Heads } the Plank is Bottom English Elm, & Mr. Elm Bilges

From the above named Height to the Light Water Mark Pitch pine

From the Light Water Mark to the Wales Pitch pine

The Wales and Black-strakes Pitch Pine The Topsides & Sheer-strakes Pitch pine

The ~~Spirketting~~ and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch pine / Lower Deck —

The Decks new Pitch pine State of Very good

The Shifts of the Planking are not less than 5 Feet — Inches. *N.B. If less than prescribed by the Rule, state whether partial, and if partial, in what part of the Ship.* The Planking is wrought Three between, and a

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch pine

The Ceiling, Lower Hold, and between Decks Pitch pine Shelf Pieces and Clamps Pitch pine

Fastenings.—To Hold Beams

Deck Beams are all fastened with hanging Knees Pair 17, and Iron Riders Pair 5, bolted through the outside planks, and clenched, and wood Knees in mast rooms. Also dowled to the Shelf, and bolted with 3/4 Iron, down through into the Shelf

Number of Breasthooks Three, 2 wood 1 Iron, Pointers 2 Transoms (E. oak) Crutches —

Butt End Bolts are of Iron in the Bottom Two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English oak How Made Turned

Thickstuff over Double Floors Iron bolted through and clenched. General Quality of Workmanship Very good

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature G. & R. Hothart & Comp.s *Surveyor's Signature* Henry Tollett

3000 (8/5/72).

© 2019 Lloyd's Register Foundation

BRS81-0205

Her Masts, Yards, &c., are ~~in~~ *all new* condition, and sufficient in size and length.

One new Set of Best Canvas Sails No.

She has SAILS.	CABLES		Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
Gaff Topsail Fore Sails,	Chain *St[illegible]* (State Machine where Tested, and name of Superintendent).	*60 – 3 links of each length*	*1 3/16*	*T. C. Q. 11. 17. 2 / 17. 16. 0*	*Tested at the Netherton Works by D. G. Lewis. Supt. 9 March 1876*		Bowers (State Machine where Tested; and name of Superintendent).	*1 / 1*	*5. 1. 5 / 1. 1. 15*	*7. 12. 2*	*Tested by D. G. Lewis of Netherton Works 9 March 187[illegible]*	
Fore Top Sails,	*Do*	*60 – 3 links of each length*	*3/4*	*10. 2. 2 / 15. 2. 2*				*1 / 1*	*4. 2. 0 / 1. 1. 10*	*6. 17. 2*		
Fore Topmast Stay Sails,	~~Hempen~~ Stream *Chain* Cable	*90 –*	*1/2*	*T. C. Q. 3. 0. 0*								
	Hawser						Stream	*1*	*2. 1. 0*	*new*		
Main Sails,	Towlines											
~~Main Top Sails~~,	Warp	*90*	*5 1/2*	*Hemp new*								
and *2 Jibs*	All of *best* quality	*90*	*3*				Kedges	*1*	*1. 1. 0*	*new*		

Her Standing and Running Rigging *new Hemp* sufficient in size and *Good* in quality. She has *5 – 6* Long Boat ~~and~~

The present state of the Windlass is *Eh Oak* ~~Capstan~~ *Winch. Iron* and Rudder *Eh Oak* Pumps *2 Iron, 5 Cyld*
12 1/2 Diamt. Patent purchase

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of [wa]ter, in case of a sea coming on board?
Swing ports in the Wash Strakes

Cargo Hatchways.—How formed? *Framed Square and Strong* State size *6 ft. Sqr.*

[If of] extraordinary size, state how framed and secured?

[Wh]at arrangement for shifting beams? *Four beams [illegible] across the Hatchway & Kneed*

[Hat]ches, themselves, whether strong and efficient? *Very strongly made* **Main Hatchway**—State size *34 feet by 9*
This Hatchway is ~~to be~~ divided into two. 16 ft. 9 [illegible]

Order for Special Survey, No.____ Date____	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is [com]pleted *June 30th 1874*
Order for Ordinary Survey, No.____ Date *30 June 1874*		2nd. When the Beams are p[u]t in, &c. *Septr. 28th (Deck laid [illegible])*
		3rd. When completed, and [befo]re the plank be painted or payed *July 1st 1875*

Surveyed at various other times.
All her outfit examined & found new

General Remarks.

This Vessel is very strongly built, all her frames are bolted – together, and remarkably strongly Iron kneed, and Rider kneed. The Fore and Aft comings of main Hatchway, are 14 in by 7 thick. This Hatchway, is now ~~to be~~ divided into Two, ~~about equal size~~ and midship deck laid between them.

The caulking has been examined by having pieces cut out of the plank, at various places, and found good.

Present condition of Caulking of Bottom *New* Deck, *New* and Waterways *new*

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled ——— When last done

I am of opinion this Vessel should be Classed *8 A 1*

The Amount of the Entry Fee……£ *1 : 0 : 0* is received by me,

Travelling Expenses, Special…£ *5 : 0 : 0*

(if any) £ *1* Certificate…… *: 2 : 6*

Henry Follett

Committee's Minute *11 April* 18*76*

Character assigned *A 1 pr Sept*

AECP

TDW

to Mr Tyrrell 8/1/77

© 2019 Lloyd's Register Foundation