

No. 780 Survey held at Falmouth Date 26/10/54 880 1854
on the Schooner Revenge Master Richard Gilbert
Tonnage Old 140 New 92 2425 Built at Falmouth When built 1854 Launched Oct 9
By whom built 3500 Owners J. T. Llewellyn & Co
Port belonging to Falmouth Destined Voyage S. Michaels
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet. 21	Inches. 2/10	Extreme Breadth	Feet. 17	Inches. 9/10	Depth of Hold	Feet. 10	Inches. 3/10
Scantlings of Timber.			Thickness of Plank.					
Room and Space	19			Outside.	Inches.	Inside.	Inches.	
Floors.....sided	9 1/2	Moulded	10	Keel to Bilge	2 1/2	Limber Strakes	4	
1st Foothooks.....	7 1/2	"	9 1/2	Bilge Planks	4	Bilge Planks	4	
2nd Ditto.....	7	"	8 1/2	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2	
3rd Ditto.....	6 1/2	"	5 1/2	Wales	4	Ditto Bilge to Clamp	2 1/2	
Top Timbers	7	"	7	Short Hoods	2 1/2	Hold Beam Clamps	3	
Deck Beams N° 23 Average Space } 3 feet	7	"	7	Topsides	2 1/2	Deck Beam Ditto	3	
Hold Beams N° Average Space }	"	"	"	Sheer Strakes	3	Ceiling 'twixt Decks	2 1/4	
Keel	12	"	14	Plank Sheers	3	Hold Beam Shelves		
Keelsons	12	"	18	Water-Ways	5 1/2	Deck Beam Ditto		
Scarpns of Ditto	6 feet	"	"	Upper Deck	2 1/2			

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Heel-Knee, and Deadwood abaft	Copper Inches. 1	Iron Inches.	Transoms and throats of Hooks ..	Copper Inches. 7/8	Iron Inches.	Lower Pintle of the Rudder	Copper Inches. 2 1/2	Iron Inches.
Scarpns of Keel.....N°. 1			Arms of Hooks	7/8		Hold Beam		
Floor Timber Bolts	1		Bolts thro' Bilge & Limber Strakes	3/4		Deck Beam		3/4
Kelson ditto	1		Butt End Bolts	5/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Two Inches. The Space between the Top-timbers is One Inches. The Stem, Stern Post, consist of Engl Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Engl Oak and are fairly free from all defects. The Floors consist of Engl Oak The First Foothooks of Do Timber. The Second Foothooks of Engl Oak The Third Foothooks of Do The Top Timbers of Do The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are about the same The Frame is well squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is about the same

The alternate Frames are well bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than 2/3 of the entire moulding at that place.

The Frame is ample chocked with four Butt at each end of the chock.

The Main Keelson is Engl Oak and free from all defects.

The False Keelson is Amer Oak

The Deck Beams consist of Engl The Hold Beams of _____ The Knees of Engl Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Amer Oak

From the above named Height to the Light Water Mark red Pine

From the Light Water Mark to the Wales red Pine

The Wales and Black-strakes are Amer Oak The Topsides Amer Oak

The Sheer-strakes Engl Oak and Plank-sheers Engl Oak The Water-ways red Pine & Engl Oak

The Decks White Pine State of Metal fastened

The Shifts of the Planking are not less than five Feet _____ 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 three between between

Planking Inside.—The Limber-strakes are Amer Oak the Bilge Planks Do

The Ceiling, Lower Hold, Amer Oak Between Decks red Pine

Shelf Pieces _____ Clamps Amer Oak

Fastenings.—To Hold Beams

Deck Beams Double wood bedding thus.

Number of Breasthooks four Pointers _____ Crutches _____

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

Bilge and Limber Strakes Metal bolted through and clenched. Treenails of Engl Oak How Made Planed

General Quality of Workmanship is good

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

Builder's Signature John T. Llewellyn Surveyor's Signature James Gibson

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .			Fathoms.	Inches.	N ^o .	Weight.
/	Fore Sails,	Chain	180	1	Bower,	2 2-0-9
/	Fore Top Sails,	^{Chain} Hempen Stream Cable	75	5/8		7-0-10
/	Fore Topmast Stay Sails,	Hawser	75	6	Stream,	1 4-3-4
/	Main Sails,	Towlines	75	4 1/2		
/	Main Top Sails,	Warp	75	3 1/2	Kedge,	2 2-1-3
and all other necessary		All of <u>good</u> quality.	75	3-		1-2-5

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

She has One Long Boat and One Jolly Boat

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Do

General Remarks — Statement and Date of Repairs.

This vessel have been in building about 18 Months, the Frame, Transoms, Knees and Breasthooks, is well grown to the form and fairly free from sap. The Planking throughout is very good and near all the trenails pass through the ceiling. The workmanship and finish throughout is well executed, she is altogether a strong serviceable little merchant vessel, and to the best of my judgement is eligible to Class as recommended.

If Sheathed, Doubled, Felted, or Coppered Galvanneal on Paper When last done October 1854

I am of opinion this Vessel should be Classed A1 for 8 years

The Amount of the Fee.....£ 1 : : is received by me, James Dickson

Oct Special£ : :

Certificate (if required)£ : 2 : 6

Committee's Minute 20th October 1854

Character assigned A1 for 8 Years



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