

No. 132 Survey held at Lawrenny Date October 22<sup>nd</sup> 1840  
on the New Schooner Rebecca Master Ralph Tulloch  
Tonnage 119 63 Built at Lawrenny When built 1840  
By whom built Thomas Canton Owners J. Allan Esq.  
Port belonging to Fougal Destined Voyage Coasting and Foreign  
☒ Surveyed Afloat or in Dry Dock on the Carpenter's ways

Length aloft	77	7	Extreme Breadth	21	6	Depth of Hold	12	2
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	11						
Floors	sided	11	Moulded	11				
1 <sup>st</sup> Foothooks	"	10	"	10	9			
2 <sup>nd</sup> Ditto	"	9	"	9	8			
3 <sup>rd</sup> Ditto	"	8	"	8	7			
Top Timbers	"	8	"	7	6			
Deck Beams ....N°. of 24	"	9	"	10	0			
Hold Beams ....N°. of 4	"	10	"	10	0			
Keel	"	11	"	14	0			
Kelsons	"	14	"	16	0			
Copper. Iron			Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	1 1/4		Copper.			Iron.		
Scarp of Keel.....N°. 2	1 1/4		Bolts thro' the Bilge and Foot Waling			3 1/4	Hold Beam	1
Floor Timber Bolts	1 1/4		Butt End Bolts			5 1/8	Deck Beam	7 1/2
Kelson ditto	1 1/4		Lower Pintle of the Rudder			2 3/4		
Transoms and throats of Hooks	1 1/4							
Arms of Hooks	1							
						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 Four Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are free from all defects. The Floors and first Foothooks are composed of British Oak Timber. The other Foothooks and Top Timbers of 8<sup>o</sup> 2<sup>o</sup>. The Shifts of the first and second Foothooks are not less than 4 1/2 Feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are all British Oak. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well bolted together.

The alternate Frames are well bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well chocked with 2<sup>nd</sup> Butt at each end of the chock. The Main Kelson is composed of British Oak and the False Kelson of British Oak. The Scarphs of the Kelsons are not less than Six feet Six inches. The Deck and Hold Beams are composed of British Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of British Elm. From the first Foothook Heads to the Light Water Mark of British Oak. From the Light Water Mark to the Wales of British Oak. The Wales and Black-strakes are of British Oak. The Topsides of British Oak. The Sheer-strakes and Plank-sheers of 8<sup>o</sup> 2<sup>o</sup>. The Water-ways of 8<sup>o</sup> 2<sup>o</sup>. The Decks of Mamel Plank. State of the very best. The Shifts of the Planking are not less than Six Feet Six 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 Strake between

**Planking Inside.**—The Limber-strakes are composed of British Oak the Bilge Planks of British Oak. The Ceiling, Lower Hold, of British Oak. Between Decks of British Oak. Shelf Pieces of British Oak. Clamps of British Oak.

**Fastenings.**—To Hold Beams Wood Lodging Knives of British Oak. Deck Beams British Oak. Number of Breasthooks Five. Pointers Five. Crutches Five. Butts End Bolts are of 3/4 in the Bottom, and 5/8 Bolt in each Butt End through and clenched. Bilge and Footwaling 3/4 bolted through and clenched. General Quality of Workmanship of the very best.

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

Builder's Name Thomas Canton  
Surveyor's Name David Probert



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Jibbs		Chain .....	1 1/2	2	Bower,
2	Fore Sails,	100	Hempen Stream Cable .....	7	1	Stream,
1	Fore Top Sails, <i>Wp. Gallies</i>	90	Hawser .....	3 1/2	2	Kedge,
1	Fore Topmast Stay Sails, <i>Royal</i>	170	Towlines .....	3		
1	Main Sails,	80	Warp .....	3		
1	Main-Top Sails,	60	All of <u>the best</u> quality.			
1	Gaff-top Sail					
1	and 1 by Sail					

Her Standing and Running Rigging are patent sufficient in size and best in quality.

She has One Long Boat and One jolly Boat

The present state of the Windlass is Strong Capstan Winch and Rudder New

**General Remarks—Statement and Date of Repairs.**

This Vessel was built at Lawrence in this present year and is a most beautiful Model and a faithful built Vessel composed entirely of British and African Oak; Copper fastened (except the centre bolts) flush Decks She is rigged with a neat Bust figure Head; she has a very convenient and comfortable Cabin and Fore-castle and is supplied with every article requisite to make her a first rate Vessel. She belongs entirely to the Master and two or three prudent Merchants in Youghal; to trade between the latter place and London. The cost in fitting her out to Sea has exceeded two Thousand Guineas

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed on the first Letter for twelve Years

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, David Robert Surveyor  
Special .....£ : :

Committee's Minute 30th October 1840

Character assigned A 1 for 12 Years



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Foundation

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