

No. 213 Survey held at Teignmouth Date November 11 1841  
 on the Brig Culture Master Thomas Gilbert  
 Tonnage 165 65 Built at Shaldon Green When built 1822  
 By whom built Thomas Tucker Owners Newman Hunt & Co  
 Port belonging to London Destined Voyage Unknown  
 If Surveyed Afloat or in Dry Dock On the Stocks

Length aloft.....81<sup>Feet.</sup>4<sup>Inches.</sup> Extreme Breadth .....19<sup>Feet.</sup>4<sup>Inches.</sup> Depth of Hold .....14<sup>Feet.</sup>9<sup>Inches.</sup>

#### Scantlings of Timber.

	Inches.	Inches.	Inches.
	Middle	Ends	
Timber and Space..... each	<u>23</u>		
Floors..... sided	<u>10 1/2</u>	<u>18 9/2</u>	
1 <sup>st</sup> Foothooks..... "	<u>9</u>	<u>9 1/2</u>	
2 <sup>nd</sup> Ditto..... "	<u>8 1/2</u>	<u>7 1/2</u>	
3 <sup>rd</sup> Ditto..... "	<u>7</u>	<u>6 1/2</u>	
Top Timbers..... "	<u>7</u>	<u>5</u>	<u>5</u>
Deck Beams .. Number of <u>Twenty Two</u>	<u>8</u>	<u>8</u>	<u>7</u>
Hold Beams ... Do. ... do. <u>Eighteen</u>	<u>9</u>	<u>9</u>	<u>8</u>
Keel..... "	<u>10</u>	<u>14</u>	
Kelsons..... "	<u>12 1/2</u>	<u>12 1/2</u>	

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....	<u>2 1/2</u>	Foot Waling.....	<u>3</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>3</u>
Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat .....	<u>2</u>
Wales .....	<u>4</u>	Ditto Bilge to Clamp .....	<u>2</u>
Topsides .....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3</u>
Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks .....	<u>2</u>
Water-ways ..... <u>2 by 10</u>	<u>10</u>	Hold Beam Shelves .... <u>4 by 8</u>	<u>8</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto <u>falling in 6 by 6 1/2</u>	<u>6 1/2</u>

#### Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft .....	<u>1</u>				
Scarpns of Keel..... No. <u>8</u>	<u>7/8</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam..... <u>Copper in and out</u>	<u>7/8</u>
Floor Timber Bolts.....	<u>1</u>	Butt End Bolts .....	<u>5/8</u>	Deck Beam .....	<u>7/8</u>
Kelson ditto.....	<u>1</u>	Lower Pintle of the Rudder .....	<u>2 3/4</u>		
Transoms and throats of Hooks .... <u>7/8</u>	<u>1</u>				
Arms of Hooks .....	<u>3/4</u>			same in Iron above the Copper .....	<u>7/8</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 3/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak Timber and are all free from all defects.

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

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 4 feet 6 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 4 feet

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

The alternate Frames are all bolted together.

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

The Frame is all checked with all Butt at each end of the check. all Dowelled with 2 1/2 Oak Dowell

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

The Scarphs of the Kelsons are not less than 5 feet — 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 & Oak

From the first Foothook Heads to the Light Water Mark 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 English Oak

The Sheer-strakes of English Oak

Decks, and state of, Lucie Yellow pine Copper Nails

The Gunwales of English Oak

Water-ways of E. Oak and Mamel pine

The Shifts of the Planking are not less than 5 Feet 6 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 3 Strakes between.

**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 Stringer Dowelled & Bolted all Iron Knees Copper Bolts in and out

Deck Beams Iron Strap Knees all fresh Bolted and rivetted all Iron Steam knees

Number of Breasthooks five Pointers One Crutches Two

Butts End Bolts are of 5/8 Copper in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling 3/4 Copper bolted through and clenched.

General Quality of Workmanship Very Good

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

Builder's Name Th. Tucker

Surveyor's Name Wm Mortimer



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Lloyd's Register Foundation

TCN1030-0121



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
3	Fore Sails,	180	Chain .....	1	3	Bower,
2	Fore Top Sails,	50	<del>Iron</del> Stream Cable .....	3/4	1	Stream,
3	Fore Topmast Stay Sails,	120	Hawser .....	6	2	Kedge,
2	Main Sails, 2 Squares	100	Towlines .....	5		All of proper weight. <i>and Size</i>
3	Main Top Sails,	100	Warp .....	4 1/2		
	and 5 Jibs & 3 Main Sails		All of <u>Good</u> quality.			

Her Standing and Running Rigging is New Patent sufficient in size and Good in quality.

She has One Parrel Long Boat and One Climber Jolly Boat

The present state of the Windlass is New Capstan New and Rudder New forster & Judgess Construction

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

By Instructions received from Lloyd's Register Office under Date of the 12 August 1844 We the undersigned having surveyed the Brig "Culture" under Repair for Restoration for Tucker's Yard Tipton Street according to the first Rule Sec 56, A Plank in the Ceiling at the Floor Heads on each Side has been taken out and all the Sheathing, Decks, Plank stripped off down to the second foothook Heads, and the frame found in excellent order and required scarcely any shifting, but to increase her strength Aft we have thought it advisable to Add Twelve Top Timbers on each Side, and five Stern Timbers with a Transom over the keel properly framed. All the Plank are New English Oak of the Best Quality, Including Blackstrakes, Walls, Topsides, Sheerstrakes, Planksheets, Stern, Counter, Also Stanchions, Catheads, Tails, Head Tails, Cutwater, Treemails, Comings, for part of the Waterways, One New Deck Beam, Windlass Ends patent purchase The Deck Beams (exclusive of the Main Hatch) are 3 feet 6 inches and the Hold Beams are seven feet 3 inches apart — — — New Main Mast, Bowsprit, Sitboom, Topmast, Main Yard & Gaff, All New Chain Plates, and fastenings, Dead Eyes, New Patent Standing & Running Tipping, Tiding Chocks, Matches, and Bulwarks, Chain Lockers, & Pumpwells, New Cabin and Forecastle She was Built in 1828 under a Task by Thomas Tucker of Shaldon Green and considered a first rate built vessel. She has a fine Appearance and Capable of taking dry and perishable cargoes in safety to and from all parts of the World — — —

If Sheathed, Doubled, or Felted, New Copper Sheathed on Green Bay felt and Date when last done in November 1841

And We are of opinion this Vessel should be Classed 8 Years A 1

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

John Rothman

Committee Minute 7th December 1844

Character assigned Best A 1 for 8 Years



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