

No. 469 Survey held at Port Glasgow Date 15th December 1837
on the New Barque "Falcon" Master Pugald Anstruther
Tonnage 428 old } Built at Port Glasgow When built December 1837
468 New }
By whom built John Wood Owners Matthew King & others
Port belonging to Port Glasgow Destined Voyage Obide to Calcutta
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft.....	Feet. <u>111</u> Inches.	Extreme Breadth <u>Amidships</u>	Feet. <u>26</u> Inches. <u>5</u> <u>10</u>	Depth of Hold	Feet. <u>18</u> Inches. <u>9</u> <u>10</u>
Scantlings of Timber.					
Timber and Space.....	each <u>14</u>	Inches. Middle <u>14</u> Ends <u>14</u>	Thickness of Plank.		
Floors.....	sided <u>12</u>	Moulded <u>14</u>	Outside.		
1 st Foothooks.....	" <u>12</u>	" <u>11 1/2</u>	Keel to Bilge	Inches. <u>3 3/4</u>	Inside.
2 nd Ditto.....	" <u>10 1/2</u>	" <u>9 1/2</u>	Bilge Planks	<u>5</u>	Foot Waling.....
3 rd Ditto.....	" <u>9</u>	" <u>8</u>	Bilge to Wales	<u>3 1/2</u>	Bilge Planks
Top Timbers	" <u>8</u>	" <u>5 1/2</u>	Wales	<u>5</u>	Ceiling in Flat
Deck Beams.....	Number of <u>15</u>	" <u>10 1/2</u>	Topsides	<u>3</u>	Ditto Bilge to Clamp
Quarter deck Beams.....	No. of <u>8</u>	" <u>10 1/2</u>	Sheer Strakes	<u>4 1/2</u>	Hold Beam Clamps
Hold Beams.....	No. of <u>11</u>	" <u>12 1/2</u>	Plank Sheers.....	<u>3 1/2</u>	Deck Beam Ditto.....
Cabin deck Beams.....	No. of <u>5</u>	" <u>12 1/2</u>	Water-ways	<u>6</u>	Ceiling 'twixt Decks
Keel	" <u>13 1/2</u>	" <u>14</u>	Upper Deck	<u>3</u>	Hold Beam Shelves
Kelsons	" <u>14</u>	" <u>16 1/2</u>			Deck Beam ditto.....
					Lower deck Skirting.....
					Upper deck ".....

Copper.		Size of Bolts in Fastenings.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches. <u>18 1/4</u>						
Scarp of Keel.....	No. of <u>7</u>			Bolts thro' the Bilge and Foot Waling.....	Inches. <u>3</u>	Hold Beam.....	Inches. <u>1 1/8</u>
Floor Timber Bolts.....				Butt End Bolts	<u>3</u>	Deck Beam	<u>1 1/8</u>
Kelson ditto.....	<u>1 1/8</u>			Lower Pintle of the Rudder	<u>3</u>		
Transoms and throats of Hooks	<u>1 1/8</u>					same in Iron above the Copper	<u>1 1/8</u>
Arms of Hooks	<u>1 1/8</u>						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 to 5 Inches. The Space between the Top-timbers is 5 to 7 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British & African Oak and are free from all defects.

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

Her other Foothooks and Top Timbers of British Oak.

Her Shifts of the first and second Foothooks are not less than 4 feet 6 in. to 4 feet 8 in. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Good.

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

The alternate Frames are all bolted together to the Gunwale.

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 well chocked with a Butt at each end of the chock. Cross Chocked, Scarphed, and full Butts dowelled.

The Main Kelson is composed of African Oak and the False Kelson of American Oak.

The Scarphs of the Kelsons are not less than 6 feet 5 inches.

The Deck and Hold Beams are composed of African & British Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm.

From the first Foothook Heads to the Light Water Mark of African & British Oak.

From the Light Water Mark to the Wales of African & British Oak.

The Wales and Black-strakes are of African & British Oak.

The Topsides of African and British Oak.

The Sheer-strakes of African & British Oak. Decks, and state of,

The Gunwales of African Oak. Water-ways of Pitch Pine, and plank of same material.

The Shifts of the Planking are not less than 24 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 three between throughout

Planking Inside.—The Clamps are composed of African Oak the Stringers of African Oak.

The Bilge Planks of African Oak and the remainder of the Ceiling of African & British Oak.

Fastenings.—To Hold Beams } Iron lodging knees, on British Oak Chocks, and double lodging British Oak knees, in Cant.

Deck Beams } double lodging knees British Oak, & Stringer, with twenty two diagonal Iron knees, up from Hold, & down from deck beams, and two staple Standards, to Poop deck.

Number of Breasthooks five Pointers two Crutches One, Iron Aft.

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Good throughout.

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

Builder's Name

Surveyor's Name

John D. Cumming



© 2021

Lloyd's Register Foundation

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	240	Chain	1 1/2 x 1 3/8	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable.....	9	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	7	2	Kedge,
1	Main Sails,	80	Towlines	5		All of proper weight.
2	Main Top Sails,	60	Warp Stream Chain.....	7 1/8		
and well found in other sails		All of <u>Good</u> quality.				
Her Standing and Running Rigging is <u>all New</u> sufficient in size and <u>Good</u> in quality.						
She has <u>a</u> Long Boat and <u>olly Boat, and Gig.</u>						
The present state of the Windlass is <u>Good</u> Capstan <u>Good</u> and Rudder <u>Good.</u>						
<u>Two lead pumps</u>						

General Remarks—Statement and Date of Repairs.

Commenced building in January; and launched 1st December 1837. Surveyed at the three prescribed periods while building, and often at other times specially; Frame of English and Welsh Oak, of good quality, well seasoned, and very well squared. She has, double floor frames, in square body, making Good Shifts; and the whole of the Frames, are all bolted together to the Gunwale, the Cause of the Spaces, between the frames above, being five to 7 Inches, as stated on other side, is that the frames are all bolted close together; all Cross Chock Keel, and full Butts, dowelled. Some of the top timbers Scarphed; Planking and Ceiling asp. Other Side, of Good quality, and uncommonly well wrought Inside, as well as outside; Number of Beams, and fastenings as p. other Side; Diagonally Iron Nued at my Suggestion, twist decks Six feet clear; an Iron Cutch abaft, to fasten Cant heels; and the fastenings, forward and Aft, are well connected; Bilge, Butt and footwale Copper bolted, through and clenched on rings. Nelson bolts through each floor, and clenched on rings, and the Workman-ship generally in this Ship, I consider very Superior.

Special Survey Fees on this Ship £15. 15/- are paid.

If Sheathed, Doubled, or Felted, Felled from Wales to light Water, maste, and Coppered over Paper,
and Date when last done Below that; to keel, Coppered to the Wales, in November 1837.
And Am of opinion this Vessel should be Classed "A 1."
The Amount of the Fee.....£ 5 : 5 : - is received by me,

Committee Minute 9 June 1838
Character assigned A 1 for 12 Years
C. G.

Wm. P. Cummins