

No. 637. Survey held at Greenock. Date 15 December 1838.
on the New Barque "Frances Burn". Master Edward Edington.
Tonnage 248 G. M. Built at Port Glasgow. When built 20 November 1838.
By whom built James Mathison. Owners Duncan, Warr & Co.
Port belonging to Greenock. Destined Voyage Lynde to Monte Video.
If Surveyed Afloat or in Dry Dock On the Stocks.

Length aloft..... 95 Feet. 11 Inches. Extreme Breadth 21 Feet. 40 Inches. Depth of Hold 15 Feet. 40 Inches.

Scantlings of Timber.

	Inches.	Inches Middle	Inches Ends
Timber and Space..... each	<u>12</u>		
Floors..... sided	<u>1 1/2</u>	Moulded	<u>12</u>
1st Foothooks..... "	<u>10</u>	"	<u>10</u>
2nd Ditto..... "	<u>9</u>	"	<u>8</u>
3rd Ditto..... "	<u>8</u>	"	<u>7</u>
Top Timbers..... "	<u>7</u>	"	<u>6 1/2</u>
Deck Beams..... Number of <u>11</u>	<u>9</u>	"	<u>9 1/2</u>
Hold Beams..... Do. do. <u>14</u>	<u>14</u>	"	<u>14 1/2</u>
Keel.....	<u>13</u>	"	<u>14</u>
Kelsons.....	<u>12</u>	"	<u>14 1/2</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>4</u>
Bilge Planks.....	<u>4 1/2</u>	Bilge Planks.....	<u>4 1/2</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>3</u>
Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>3</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3 1/2</u>
Sheer Strakes.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways.....	<u>9</u>	Hold Beam Shelves.....	<u>2 1/2</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>2 1/2</u>

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3 1/2</u>	Hold Beam.....	<u>1</u>
Scarphs of Keel..... N°.	<u>7/8</u>	Butt End Bolts.....	<u>3/8</u>	Deck Beam.....	<u>7/8</u>
Floor Timber Bolts.....	<u>1</u>	Lower Pintle of the Rudder.....	<u>3</u>		
Kelson ditto.....	<u>1</u>				
Transoms and throats of Hooks.....	<u>1</u>			same in Iron above the Copper.....	<u>1 1/2</u>
Arms of Hooks.....	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 ft. 3 1/2 Inches. The Space between the Top-timbers is 2 ft. 6 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 3 ft. 6 in. to 3 ft. 9 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 Gunwale.

The Butts of the Timbers are close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is well chocked with 1 Butt at each end of the chock. Red Chocks, and Scarphs throughout.

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

The Scarphs of the Kelsons are not less than Six feet two 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 Quebec Red Oak.

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 & British Oak.

The Sheer-strakes of African Oak. Decks, and state of, Yellow Pine New.

The Gunwales of African & British Oak. Water-ways of Red Pine.

The Shifts of the Planking are not less than 1 1/2 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.

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

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

Fastenings.—To Hold Beams {Iron, lagging, driven in African Oak Chocks in Square body, double lagging, driven in African Oak Chocks in Cant bodies with transoms above and below beams}

Deck Beams {Iron, lagging, driven in African Oak Chocks, and double lagging, driven in African Oak Chocks in Cant bodies with transoms above and below beams}

Number of Breasthooks Five Pointers Two ft. 1 in. iron Crutches Butch well fitted.

Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship good.

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

Builder's Name

Surveyor's Name

John P. 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,	180	Chain	14.9 1/16	3	Bower,
2	Fore Top Sails,	70	Hempen Stream Cable.....	8	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	6	2	Kedge,
1	Main Sails,	80	Towlines	4 1/2		All of proper weight.
2	Main Top Sails,	75	Warp	3 3/4		
	and well found in other Sails		All of <u>good</u> quality.			

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

She has a Long Boat and Life Boat & Gig

The present state of the Windlass is good Capstan good and Rudder good.

with New & Tawers's Patent purchase

Four leadumps good.

General Remarks—Statement and Date of Repairs.

Laid on in March, and launched 20th November 1838. Surveyed at the three prescribed periods, and frequently at other periods. Specially while Building. Frame all English and Welsh Oak, of good quality, well squared and Shifted. Cogs Chocks Pulled and Gauged throughout. Plank and Ceiling of good quality, and well wrought and Shifted; a good many of them, having been taken out, to make the Shifts good; fore length of Nelson, also taken out, being rather defective, and replaced sufficiently. Beams sufficient in Number, and well secured, with horizontal and diagonal knees and Stringers, as on other side, the Stringers are well Connected forward and Aft, and She has two Whitish Oak Timbers, and an iron Crutch Wharf, to Connect Cant timbers; the Wing and Rider Transoms are Secured to the Sides, with diagonal iron knees. She is Plank, Pluge, and footboards Copper bolted, thro' and clenched on rings; a Pluge Bolt in every timber, from after part of foremast, to after part of after hatch; Nelson bolts thro' each floor and clenched on rings. She is well finished, and the furnishings are of the best description.

Special Survey fees £10.10/- paid

If Sheathed, Doubled, or Felted,

and Date when last done

And now of opinion this Vessel should be Classed 12 A 1

The Amount of the Fee.....£ 3 : 3 : is received by me,

Committee Minute

Character assigned

5 March 1839
Δ 1 for 12 years
LB



© 2011

Lloyd's Register
Foundation