

No. 124 Survey held at Dundee Date July 14th 1835⁻
on the Barque Vulcan Master James Patrick
Tonnage 262 8²/₄ Built at Dundee When built 1835-
By whom built Garland & Horburgh Owners Thomson Smith & Co
Port belonging to Dundee Destined Voyage Archangel
If Surveyed Afloat or in Dry Dock at different stages while building & afloat when finished

Length aloft.....95^{Feet.}3^{Inches.} Extreme Breadth25^{Feet.}3^{Inches.} Depth of Hold17^{Feet.}4^{Inches.}

Scantlings of Timber.

	Inches.	Inches.	Inches.	Inches.
	Midl.	Ends		
Timber and Space..... each	13 ¹ / ₂			
Floors..... sided	11 ¹ / ₄	Moulded	13	9 ³ / ₄
1 st Foothooks..... "	11	"	9 ¹ / ₂	8
2 nd Ditto..... "	8 ¹ / ₂	"	7 ¹ / ₂	6 ¹ / ₂
3 rd Ditto..... "	"	"	"	"
Top Timbers..... "	8	"	6 ¹ / ₂	4 ¹ / ₂
Deck Beams..... "	10	"	10	5 ¹ / ₂
Hold Beams..... "	12 ¹ / ₂	"	12	7
Keel..... "	12	"	15	"
Kelsons..... "	12	"	24	"

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	4
Bilge Planks.....	4 ¹ / ₂	Bilge Planks.....	4 ¹ / ₂
Bilge to Wales.....	3	Ceiling in Flat.....	3
Wales.....	5	Ditto Bilge to Clamp.....	2 ³ / ₄
Topsides.....	2 ¹ / ₂	Hold Beam Clamps.....	4
Sheer Strakes.....	3 ¹ / ₂ x 4	Deck Beam Ditto.....	4
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2 ¹ / ₂
Water-ways.....	4	Hold Beam Shelves.....	2 ¹ / ₄
Upper Deck.....	3	Deck Beam ditto.....	4

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 ¹ / ₈	Bolts thro' the Bilge and Foot Waling	3 ¹ / ₄ x 5 ¹ / ₈	Hold Beam.....	1
Scarphs of Keel..... N ^o . 10	3 ¹ / ₄	Butt End Bolts.....	5 ¹ / ₈	Deck Beam.....	1 ¹ / ₈ x 3 ¹ / ₄
Floor Timber Bolts.....	1	Lower Pintle of the Rudder.....	2 ³ / ₄		
Kelson ditto.....	1 ¹ / ₈			same in Iron above the Copper.....	
Transoms and throats of Hooks.....	1 ¹ / ₈				
Arms of Hooks.....	7 ¹ / ₈ x 3 ¹ / ₄				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 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 Dantrio oak, Flamm timber, English oak and are all free from all defects.

Her Floors and first Foothooks are composed of Dantrio oak Timber.

Her other Foothooks and Top Timbers of 2 fullers part Dantrio & part English 2 fullers nearly all by lot except about 10 or 12 on each side Dantrio oak

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

The rest of the Shifts of the Frame are four feet six inches

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

The ~~alternate~~ ^{whole} Frames are well bolted together.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with no Butt at each end of the chock.

The Main Kelson is composed of Lubeu oak and the False Kelson of Lubeu oak

The Scarphs of the Kelsons are not less than five feet six inches.

The Deck and Hold Beams are composed of Dantrio oak

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

From the first Foothook Heads to the Light Water Mark of Lubeu Elm

From the Light Water Mark to the Wales of Dantrio oak & English woods

The Wales and Black-strakes are of Dantrio oak

The Topsides of Dantrio oak with English Woods

The Sheer-strakes of Dantrio oak

The Gunwales of Do Water-ways of Do

The Shifts of the Planking are not less than five feet 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 Dantrio oak the Stringers of Dantrio oak

The Bilge Planks of Dantrio oak and the remainder of the Ceiling of Dantrio oak except flat of floor of Elm

Fastenings.—To Hold Beams an double wood Lodging knees & two shill pins bolted every timber alternately & double to beam

Deck Beams Double wood Lodging knees & shill pins double to beams & still bolted

Number of Breasthooks four under the Deck Pointers None Crutches None

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

Bilge ~~and Footwaling~~ Copper & is 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 Garland & Horburgh

Surveyor's Name David Lighter



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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	1 1/8	3	Bower, 1 st Doughton's Letter dated 19 Aug 1835
/	Fore Top Sails,	80	Hempen Stream Cable.....	8	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	5 1/2	2	Kedge,
/	Main Sails,	80	Towlines	4 1/2		All of proper weight.
2	Main Top Sails,	90	Warp	3 1/2		
and <i>will join with other sail all of best quality</i>			All of <u>Best</u> quality.			

Her Standing and Running Rigging is all sufficient in size and of Best quality.

She has one Long Boat and one Jaul & one Tolly boat

The present state of the Windlass is will fit Capstan will fit and Rudder will hang

General Remarks—Statement and Date of Repairs.

A very Superior Ship built under particular inspection of good Master
very large Planing & superior Workmanship with extra fastenings, the
Lower Deck beams bound with double wood pegging knees & one shelf piece above
& one below double to beams & fitted through every timber to the upper and
lower shelf piece alternately; Upper Deck beams bound with double wood
pegging knees & shelf piece double to beams & well bolted, bilges fitted through
every timber & clinched inside with heavy copper. Paul bit stepped in keelson
fitted entirely in frame & frame well squared plank out & inside well
shipped & wrought principally transoms with least abundantly fitted
with best stows about two thirds of her second futtocks are English &
nearly all her top timbers except about seven on each side which are of
Dantian oak fitted with big pumps & admirably adapted for Dry
& perishable cargoes

If Sheathed, Doubled, or Felted, Single Bottom
and Date when last done

And I am of opinion this Vessel should be Classed A1 agreeable to rules for Seven years

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

David Wrighton

Committee Minute 4 August 1835.

Character assigned A 1 for 7 years
MR



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