

No. 4778 Survey held at Liverpool Date March 184 2  
 on the Brig Lady Faulkland Master Rutherford  
 Tonnage 190 Built at Cape Breton When built 1840  
 By whom built B. Martin Owners J. Poole & Co.  
 Port belonging to Liverpool Destined Voyage Jamaica or St. Thomas  
 If Surveyed Afloat or in Dry Dock on the Patent Ship Woodside

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
<b>Scantlings of Timber.</b>								
Timber and Space	each	Inches.	Inches.	Inches.	<b>Thickness of Plank.</b>			
Floors	sided	12	Moulded	12	<b>Outside.</b>		<b>Inside.</b>	
1 <sup>st</sup> Foothooks	"	10 1/2	"	12	Keel to Bilge	2 1/2	Foot Waling	2 1/2
2 <sup>nd</sup> Ditto	"	9 1/2	"	9	Bilge Planks	3	Bilge Planks	3
3 <sup>rd</sup> Ditto	"	9	"	6	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
Top Timbers	"	9	"	6	Wales	3 1/2	Ditto Bilge to Clamp	2 1/2
Deck Beams N <sup>o</sup> . of 16	"	9 1/2	"	9 1/2	Topsides	2 1/2	Hold Beam Clamps	3
Hold Beams N <sup>o</sup> . of 6	"	10	"	10 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/2
Keel	"	10 1/2	"	14	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Kelsons	"	11	"	26	Water-Ways	5 1/2	Hold Beam Shelves	5 1/2
					Upper Deck	3	Deck Beam Ditto	7

<b>Copper.</b>		Inches.	<b>Size of Bolts in Fastenings.</b>		Inches.	<b>Iron.</b>		Inches.
Heel-Knee, and Dead Wood abaft			<b>Copper.</b>					
Scarphs of Keel N <sup>o</sup> .			Bolts thro' the Bilge and Foot Waling			Hold Beam		
Floor Timber Bolts			Butt End Bolts			Deck Beam		
Kelson ditto			Lower Pintle of the Rudder					
Transoms and throats of Hooks						same in Iron above the Copper		
Arms of Hooks								

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

The Floors and first Foothooks are composed of Birch Timber.

The other Foothooks and Top Timbers of Pine

The Shifts of the first and second Foothooks are not less than — N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are —

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

The alternate Frames are — bolted together. N. B. If not, state how bolted.

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

The Frame is — chocked with — Butt at each end of the chock.

The Main Kelson is composed of Birch and the False Kelson of Calm and Pine

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

The Deck and Hold Beams are composed of Birch & Pine

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Birch

From the first Foothook Heads to the Light Water Mark of Birch

From the Light Water Mark to the Wales of Birch

The Wales and Black-strakes are of Birch The Topsides of Pine

The Sheer-strakes and Plank-sheers of Birch The Water-ways of Pine

The Decks of Pine State of Good

The Shifts of the Planking are not less than 4 1/2 Feet — 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 Two & three between

**Planking Inside.**—The Limber-strakes are composed of Birch the Bilge Planks of Birch

The Ceiling, Lower Hold, of Pine Between Decks of Pine

Shelf Pieces of Pine Clamps of Pine

**Fastenings.**—To Hold Beams Double Wood Lacing & Nails with Shap & 1 Staple & 1 Nail

Deck Beams Double Wood Lacing & Nails with 4 Do. & 1 Staple & 1 Nail

Number of Breasthooks Three Pointers 1 Pair for 10 ft Crutches One

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Middling

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

Builder's Name —

Surveyor's Name —



Her Masts, Yards, &c. are in good 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> .	
✓	Fore Sails,	180	Chain .....	5 1/2	2	Bower,
✓	Fore Top Sails,	90	Hempen Stream Cable .....	6	✓	Stream,
✓	Fore Topmast Stay Sails,	90	Hawser .....	4	✓	Kedge,
✓	Main Sails,	-	Towlines .....	-		
2	Main Top Sails,	90	Warp .....	3		
and			All of <u>good</u> quality.			

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

She has One Long Boat and One Solly Boat

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

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

The Ship of Plank both main & out were not of the best description they have as my recommendation removed some plank on both sides both main & out to improve their defects. And they are in consequence now fair for a vessel of this description they have also as recommended put in an american Rock Elm Hog with a pair of pointers aft & one fair a fore & one on the side in a slop to the fore beam & one butt bolted through & secured. An iron Hook put to the after end of pointers forming a crutch with one additional Hold Beam thoroughly caulked & sheathed as before with other alterations & repairs.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on fore When last done at present time

I am of opinion this Vessel should be Classed L A 1

The Amount of the Fee.....£ 2 : - : 7 is received by me,

Special .....£ 2 : 2 :

Committee's Minute 8th April 1842

Character assigned A 1 for 4 years



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Foundation