

926
No. 2024 Survey held at Sunderland Date August 1841
on the New Barge Frecon Master W. W. W. W.
Tonnage ^{old 458} 518 Built at Sunderland When built 1841
By whom built Wm & M. Adamson Owners John & Geo. McBurn
Port belonging to Freconck Destined Voyage to London
If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet. 47	Inches. 6	Extreme Breadth	Feet. 29	Inches. 0	Depth of Hold	Feet. 19	Inches. 9
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	13	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	sided	11	Moulded	14 11	Keel to Bilge	3 1/2	Foot Waling	3 3/4
1 st Foothooks	"	10	"	10 head	Bilge Planks	4 1/2	Bilge Planks	4
2 nd Ditto	"	8 1/10	"	9 do	Bilge to Wales	3 1/2	Ceiling in Flat	3 1/2
3 rd Ditto	"	8 9	"	8 1/2 do	Wales	5	Ditto Bilge to Clamp	3 1/2
Top Timbers	"	8	"	5 do	Topsides	3	Hold Beam Clamps	4
Deck Beams N ^o . of - 21 -	"	10	"	10 6 1/2	Sheer Strakes	4	Deck Beam Ditto	3 1/2
Hold Beams N ^o . of - 17 -	"	12	"	12 9	Plank Sheers	-	Ceiling 'twixt Decks	2 1/2
Keel	"	12	"	10	Water-Ways	7 1/2	Hold Beam Shells	16 1/2
Kelsons	"	14	"	16 1/2	Upper Deck	3 1/4	Deck Beam Ditto	"
Copper & Gal. Metal.			Size of Bolts in Fastenings.			Iron:		
Heel-Knee, and Dead Wood abaft	Inches. 1 1/2		Copper.	Inches.		Hold Beam	1 1/2	
Scarphs of Keel N ^o .	7/8		Bolts thro' the Bilge and Foot Waling	3/4		Deck Beam	1 1/2	
Floor Timber Bolts	1/4		Butt End Bolts	3/4		same in Iron above the Copper.		
Kelson ditto	1/4		Lower Pintle of the Rudder	3 1/2				
Transoms and throats of Hooks	1 1/2							
Arms of Hooks	1 1/2							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Four Inches. The Space between the Top-timbers is Five Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are apply free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 4 1/2 to 4 1/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Sufficient. The Frame is well squared from the first Foothook Heads upwards, and gently well free from sap, and from thence downwards, the frame is well squared throughout. The alternate Frames are all bolted together. to Top height N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is cross chocked with a Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of Amer^{on} Oak 14 by 9 in. The Scarphs of the Kelsons are not less than 7 feet 0 inches. dovelled. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer^{on} Elm. From the first Foothook Heads to the Light Water Mark of Foreign White Oak. From the Light Water Mark to the Wales of English and African Oak. The Wales and Black-strakes are of Mahogany. The Topsides of Mahogany. The Sheer-strakes and Plank sheers of English Oak. The Water-ways of Pitch Pine. The Decks of Yellow Pine. State of —. The Shifts of the Planking are not less than 5 Feet 0 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 three between

Planking Inside.—The Limber-strakes are composed of Eng^h & African Oak the Bilge Planks of English Oak. The Ceiling, Lower Hold, of Eng^h Oak & part Mahogany. Between Decks of Mahogany. Shelf Pieces of English Oak. Clamps of Mahogany & English Oak.

Fastenings.—To Hold Beams Iron Staple round one Timber, a Stringer on top dovelled in, also 15 Iron Nails & 5 deck Nails each side. Deck Beams Iron Ledger Nails, also 19 Iron Nails each side below. Number of Breasthooks Five. Pointers one pair Iron. One Iron Crutches & 2 Iron Transom Nails each side. Butts End Bolts are of Copper & Gal. Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship Very good throughout.

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 ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	240	Chain	1 1/2	3	Bower,	19. 1. 21 - 18. 1. 23. 19
1	Fore Top Sails,	80	Hempen Stream Cable	8 1/2	1	Stream,	5. 3 - 10
2	Fore Topmast Stay Sails,	60	Hawser	7 1/2	1	Kedge,	2. 2. 17 and 2. 2. 17
1	Main Sails,	80	Towlines	5 1/2			
2	Main Top Sails,	80	Warp	5			
and usual outfit in other sails,			All of <u>good</u> quality.				

Her Standing and Running Rigging Double Mast Patent sufficient in size and good in quality.

She has One Long Boat and Two other Boats

The present state of the Windlass is luff Capstan Quick and Rudder and Bases all good
with Patent purchase

General Remarks—Statement and Date of Repairs.

The Materials of which this Vessel is composed are of the very best quality and well assorted throughout. also the General workmanship of the highest order. I consider and recommend her to the 12 year class.

The Main Strake, an carries up the full height and level with the waterway with fitting pieces between the Stanchions (all made safe) in view of ~~the~~ the usual Black Streak.

Commenced building in August, 1840 launched July 1841 was surveyed as follows $\frac{15}{4} : \frac{29}{4} : \frac{21}{5} : \frac{30}{5} : \frac{7}{8}$

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

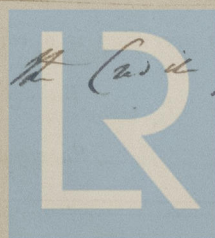
I am of opinion this Vessel should be Classed 12 A.1.

The Amount of the Fee.....£ 5 : : : is received by me, Office Shaw Brunton
Special£22 : 18 : 0 Sts

Committee's Minute 8th October 1841

Character assigned A 1 for 12 year class

The Intending Captain for the said is drawn for the (as it is) of the said Surveyor



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