

[50086]

No. 86 Survey held at Redbridge Date 19 Oct 1840  
 on the Barque Viking Grove Mast Falconer  
 Tonnage 324 Built at Redbridge W. Morris When built 1840  
 By whom built W. Bailey Owners Jas Falconer  
 Port belonging to London Destined Voyage Not Known  
 If Surveyed Afloat or in Dry Dock on the Slip three times

Length aloft	Feet. <u>100</u> Inches. <u>5</u>	Extreme Breadth	Feet. <u>26</u> Inches. <u>6 1/2</u>	Depth of Hold	Feet. <u>7</u> Inches. <u>4 1/2</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each <u>27</u>			<b>Outside.</b>	<b>Inside.</b>
Floors	sided <u>11 1/2</u>	Moulded <u>13</u> <u>11</u>		Keel to Bilge	Foot Waling
1st Foothooks	" <u>10 1/2</u>	" - <u>10 1/2</u>		Bilge Planks	Bilge Planks
2nd Ditto	" <u>9</u>	" - <u>9</u>		Bilge to Wales	Ceiling in Flat
3rd Ditto	" <u>8 1/2</u>	" - <u>8 1/2</u>		Wales	Ditto Bilge to Clamp
Top Timbers	" <u>8 1/2</u>	" - <u>5</u>		Topsides	Hold Beam Clamps
Deck Beams N° of <u>26</u>	" <u>9</u>	" <u>9</u> <u>7</u>		Sheer Strakes	Deck Beam Ditto
Hold Beams N° of <u>20</u>	" <u>11</u>	" <u>11</u> <u>8</u>		Plank Sheers	Ceiling 'twixt Decks
Keel	" <u>12</u>	" <u>14</u>		Water-Ways	Hold Beam Shelves
Kelsons	" <u>12</u>	" <u>14</u>		Upper Deck	Deck Beam Ditto

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	<u>Copper</u> <u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling	<u>Copper</u> <u>3/4</u>	Hold Beam	<u>Copper</u>
Scarphs of Keel	<u>Copper</u> N° <u>8</u> <u>7/8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>Copper</u>
Floor Timber Bolts	<u>4</u>	Lower Pintle of the Rudder	<u>Metal</u> <u>3/4</u>		
Kelson ditto	<u>4</u>				
Transoms and throats of Hooks	<u>4</u>				
Arms of Hooks	<u>4</u>				

**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, are composed of o Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are all free from all defects. The Floors and first Foothooks are composed of o Timber. The other Foothooks and Top Timbers of o. The Shifts of the first and second Foothooks are not less than 4 3/4 N. B. When less than prescribed by the Rule, 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 all free from sap, and from thence downwards, the frame is well. The alternate Frames are all put together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well chocked with o Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of Wales Hard Wood. The Scarphs of the Kelsons are not less than 6 feet 6 inches. 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 English Oak. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of o. The Wales and Black-strakes are of English Oak. The Topsides of o Oak. The Sheer-strakes and Plank-sheers of o. The Water-ways of o. The Decks of yellow Pine. State of new. 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 W. S. Wales Hard Wood the Bilge Planks of W. S. W. Hard Wood. The Ceiling, Lower Hold, of o Oak. Between Decks of o Oak. Shelf Pieces of o. Clamps of o.

**Fastenings.**—To Hold Beams secured to the side with shelf Irons & Bolted to Beams with an Iron Strapping Piece and Standard alternately. Deck Beams secured to side with shelf Irons & Bolted to Beam waterways Bolted to Beams and Iron Hair Piece to each Beam. Number of Breasthooks five. Pointers four 2 Iron 2 wood. Crutches one Iron. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling of Copper bolted through and clenched. yes. General Quality of Workmanship Very Good.

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

Builder's Name John Bailey  
 Surveyor's Name Charles Foster



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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

	Fathoms.		Inches.	N <sup>o</sup> .	
Fore Sails,		Chain .....			Bower,
Fore Tackles,		Hempen Stream Cable .....			Stream,
Fore Topmast Stay Sails,		Hawser .....			Kedge,
Main Sails,		Towlines .....			
Main Top Sails		Warp .....			
and		All of _____ quality.			

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_

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

The Barge is Copper fastened from keel to gunwale. The whole of the Planking both outside and inside is well seasoned, free from all defects well edged and properly fastened she has one deck with four Breasthooks in the hold which are with the same knees. Buntch Pinters. Knees to transoms over keels of stern timbers and transoms knees to transoms abaft Rudder Trunk of good lengths and well fastened, and having surveyed the Barge three times while building agreeably to instructions I am of opinion she is a faithful built ship and in a fit and proper condition to carry dry and perishable cargoes to and from all parts of the world.

20th 1840

I fully concur in the above opinions  
 George Bayly

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 12 A1

The Amount of the Fee.....£4 : - : - is received by me,

Charles Coster

Special .....£ : :

Committee's Minute 20th October 1840

Character assigned A 1 per 12 Year