

[50086]

No. 86 Survey held at Redbridge Date 19 Oct 1840  
 on the Barge Caring Grove Mast Falconer  
 Tonnage 324 Built at Redbridge When built 1840  
 By whom built M<sup>r</sup> 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. 100	Inches. 5	Extreme Breadth	Feet. 26	Inches. 6 1/2	Depth of Hold	Feet. 7	Inches. 4 3/4
Boon Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	Inches. 27	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	sided	11 1/2	Moulded	13 11	Keel to Bilge	2	Foot Waling	2
1st Foothooks	"	10 1/2	"	10 1/2	Bilge Planks	2 1/2	Bilge Planks	2 1/2
2nd Ditto	"	9	"	9	Bilge to Wales	2 1/2	Ceiling in Flat	
3rd Ditto	"	8 1/2	"	5	Wales	2 1/2	Ditto Bilge to Clamp	
Top Timbers	"	8 1/2	"	5	Topsides	2 1/2	Hold Beam Clamps	
Deck Beams .... N°. of 26	"	9	"	9 7	2 Sheer Strakes	3 1/4	Deck Beam Ditto	
Hold Beams .... N°. of 20	"	11	"	11 8	Plank Sheers	3 1/2	Ceiling 'twixt Decks	
Keel	"	12	"	14	Water-Ways	6	Hold Beam Shelves	
Kelsons	"	12	"	14	Upper Deck	3	Deck Beam Ditto	
False Kelson			Size of Bolts in Fastenings.					

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

The Wales and Black-strakes are of English Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak

The Decks of Yellow Pine State of new

The Shifts of the Planking are not less than 5 Feet 6 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 Wales Hard Wood the Bilge Planks of Wales Hard Wood

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of English Oak Clamps of English Oak

**Fastenings.**—To Hold Beams Secured to the side with shelf Irons & Bolted to Beams with an Iron Strapping Piece and

Deck Beams Secured to side with shelf Irons & Bolted to Beam waterways Bolted to Beams and Iron

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 <del>Sails</del> mts,		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. Goutch Pinters. Knees to transoms over heels 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.

1840

I fully concur in the above opinion.

George Barclay

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,

Special .....£ : :

Committee's Minute 20th October 1840

Character assigned A 1 per 12 years



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