

No. 174 Survey held at Wexford Date 28<sup>th</sup> May 1857  
on the Ship Falcon Master John Lambert  
Tonnage 219 Built at St. Martin's, N. B. When built year of 1846  
By whom built Richard Devereux Esq. Owners Richard Devereux Esq.  
Port belonging to Wexford Destined Voyage Norfolk Virginia  
If Surveyed Afloat or in Dry Dock Classed 4 B. A. expunged

Length aloft	92	Feet. Inches.	Extreme Breadth	14	Feet. Inches.	Depth of Hold	4	Feet. Inches.
<b>Scantlings of Timber.</b>								
Room and Space	13	Inches.	Moulded	12	Inches.	<b>Thickness of Plank.</b>		
Floors	14	Inches.	12	12	Inches.	<b>Outside.</b>		
1 <sup>st</sup> Foothooks	14	Inches.	12	12	Inches.	<b>Inside.</b>		
2 <sup>nd</sup> Ditto	13	Inches.	10		Inches.	Keel to Bilge	3	Limber Strakes
3 <sup>rd</sup> Ditto	13	Inches.	12		Inches.	Bilge Planks	3 1/2	Bilge Planks
Top Timbers	13	Inches.	12		Inches.	Bilge to Wales	3	Ceiling in Flat
Deck Beams N <sup>o</sup> 13	13	Inches.	12	12	Inches.	Wales	4	Ditto Bilge to Clamp
Hold Beams N <sup>o</sup> 11	11	Inches.	12	10	Inches.	Topsides	4	Hold Beam Clamps
Keel	12	Inches.	11	9	Inches.	Sheer Strakes	4	Deck Beam Ditto
Kelsons	28	Inches.	16	16	Inches.	Plank Sheers	4	Ceiling 'twixt Decks
		Inches.	28	28	Inches.	Water-Ways	5	Hold Beam Shelves
		Inches.			Inches.	Upper Deck	2 1/2	Deck Beam Ditto
<b>Size of Bolts in Fastenings, distinguishing whether</b>								
<b>Copper or Iron.</b>			<b>Copper or Iron.</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft	1 1/8	Inches.	Bolts thro' the Bilge and Limber Strakes	1 1/8	Inches.	Hold Beam	1 1/8	Inches.
Scarphs of Keel	1	Inches.	Butt End Bolts	1 1/8	Inches.	Deck Beam	1 1/8	Inches.
Floor Timber Bolts	1 1/8	Inches.	Lower Pintle of the Rudder	3 1/2	Inches.			
Kelson ditto	1 1/8	Inches.						
Transoms and throats of Hooks	1 1/8	Inches.						
Arms of Hooks	1 1/8	Inches.						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is two 1/2 Inches. The Stem, Stern Post, are composed of Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch & Spruce and are free from all defects. The Floors and first Foothooks are composed of Birch & Spruce Timber. The other Foothooks and Top Timbers of Spruce of good description. 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. partially Chocked. The Main Kelson is composed of Pitch pine now and the False Kelson of Pitch pine now. The Scarphs of the Kelsons are not less than 8 feet 6 inches. The Deck and Hold Beams are composed of Spruce all perfectly sound.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Black Birch. From the first Foothook Heads to the Light Water Mark of Spruce. From the Light Water Mark to the Wales of Spruce. The Wales and Black-strakes are of Spruce. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of Spruce. The Water-ways of Spruce. The Decks of Spruce. State of very good Condition. The Shifts of the Planking are not less than 6 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 — between —.

**Planking Inside.**—The Limber-strakes are composed of Black Birch the Bilge Planks of Black Birch. The Ceiling, Lower Hold, of Spruce Between Decks of Spruce. Shelf Pieces of Spruce Clamps of Spruce.

**Fastenings.**—To Hold Beams all well fastened with Iron Nails for & aft - & keelson - some of them securing bolts in floors. Deck Beams well fastened with wood Nails, & securing Nails of Iron to every other beam - all well fastened in every part. Number of Breasthooks 14 good Pointers 2 Crutches 2. Butts End Bolts are of 1 1/8 Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 2 & 1 1/8 Copper bolted through and clenched. Treenails of Black Walnut & Spruce. General Quality of Workmanship Fairly good.

We certify that the preceding is a correct description of the above-named Vessel,  
Signature — Surveyor's Signature A. Devereux  
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.  
Lloyd's Register Foundation  
WEX1051-0165



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> .	
2	Fore Sails,	180	Chain .....	1 1/8	3	Bower, <i>all of sufficient weight</i>
2	Fore Top Sails,	80	Hempen Stream Cable .....	9	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser .....	4 1/2	1	Kedge,
2	Main Sails,	—	Towlines .....	—		
2	Main Top Sails,	100	Warp .....	5		
and <i>well formed in other Sails</i>			All of _____ quality.			

Her Standing and Running Rigging Complete & sufficient in size and Good in quality.

She has One good Long Boat and two small boats fully equipped

The present state of the Windlass is Good Capstan Whinch and Rudder New Pumps Good

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

This vessel is one of the best American built vessels I ever went on board of, been perfectly sound in every part, having been placed on patent slips, & there exposed in every part, with the intention of having a special survey, but owing to the great expense attending same, in buying a surveyor from Belfast, has declined doing so, but every thing has been done to the ship as if the special survey were held, Repairs as follows—  
all the bats of the decks driven out & replaced with new planks all craped, from keel to gunwhale covering boards taken off, all rebolted & renewed from keel to Comings—  
Caulked all over, new keelsons of covering boards, new Yedder & hanging two new foremast & other spars, all newly Trethed & Coppered to light water mark and is fit to take a cargo of any perishable goods to any part of the world,

If Sheathed, Doubled, Felted, or Coppered Felted & Coppered When last done 28<sup>th</sup> May 1851

I am of opinion this Vessel should be Classed See Letter annexed

The Amount of the Fee.....£ 3 : 0 : 0 is received by me, Andrew J. Surveyor

Special .....£ : :

Certificate (if required) .....£ : : Please to send a certificate of Classification

Committee's Minute 30<sup>th</sup> May 1851

Character assigned First Class