

No. 618 Survey held at Bideford

Rec 1/3/50 Date 27 Feb^r 1850

on the Margue Irene

Master John Holliday

Tonnage 266^{old} Built at Bideford

When built 1850

By whom built George Cox

Owners Mess^{rs} Muller & Thompson

Port of Call Bideford

Destined Voyage Liverpool & Rio Grande

in Dry Dock on the stocks &c

1850

Bideford

M. Bow

R. Forster

W. H. H.

Charles Graham Esq^r
Secretary
to Lloyd's Register of Shipping
London

Feet. Inches. Extreme Breadth 19 8 Feet. Inches. Depth of Hold 12

Timber.	Inches.	Inches.	Inches.	Thickness of Plank.		Inches.	Inches.
				Outside.	Inside.		
Keel to Bilge	3			3	Limber Strakes	3 1/4	
Bilge Planks	5			5	Bilge Planks	3 1/2	
Bilge to Wales	3			3	Ceiling in Flat	2 1/2	
Wales	4 1/2			4 1/2	Ditto Bilge to Clamp	2	
Topsides	3			3	Hold Beam Clamps	3 1/2	
Sheer Strakes	3			3	Deck Beam Ditto	3 1/2	
Plank Sheers	3			3	Ceiling 'twixt Decks	2	
Water-Ways	5 1/2			5 1/2	Hold Beam Shelves		
Upper Deck	3			3	Deck Beam Ditto	4 1/2	

Size of Bolts in Fastenings, distinguishing whether

Bolts	Inches.	Copper or Iron	Inches.	Iron	Inches.
Bolts thro' the Bilge and Limber Strakes	3/4		3/4	Hold Beam	1
Butt End Bolts	5/8		5/8	Deck Beam	3/4 & 7/8
Lower Pintle of the Rudder	1 3/4		1 3/4		

between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between

Inches. The Stem, Stern Post, are composed of English Oak, the Transoms, Aprons,

Timbers, of English Oak and are all free from all defects.

Foothooks are composed of English Oak Timber.

Top Timbers of English Oak

Second Foothooks are not less than 4 feet 6 inches N. B. When less than prescribed by the Rule, state how many.

Frame are 5 feet

pared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the

all bolted together. N. B. If not, state how bolted.

are all close together; their thickness not less than 1/3 of the entire moulding at that place.

oked with a Butt at each end of the chock.

ed of English Oak and the False Kelson of English Oak

are not less than 7 feet 6 inches.

are composed of English Oak

the Keel to the first Foothook Heads the Plank is composed of English Oak

ds to the Light Water Mark of English Oak

to the Wales of English Oak and Mahogany

are of English Oak The Topsides of English Oak

sheers of Teak The Water-ways of Teak

Yellow Pine State of Very Good

not less than 5 Feet 6 Inches. N. B. If less than prescribed by the Rule, state whether general

in what part of the Ship. The Planking is wrought three strakes between

ber-strakes are composed of English Oak the Bilge Planks of English Oak

English Oak Between Decks of Mahogany

ish Oak & Mahogany Clamps of Mahogany

Iron Horizontal & Hanging knees to each beam

teak & teak knees with 7 hanging iron knees

Pointers two Crutches one

Butts End Bolts are of 5/8 copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 3/4 copper bolted through and clenched. Treenails of English Oak

General Quality of Workmanship Good

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

Builder's Signature George Cox

Surveyor's Signature James Brown

Her Masts, Yards, &c. are in all new 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,	180	Chain	18 1/2	2	Power, 6-2-21-11-2-17
1	Fore Top Sails,	80	Hempen Stream Cable	7	1	Stream, 6-1-4
2	Fore Topmast Stay Sails,	90	Hawser	5	2	Kedge, 3-2-6-13-4
2	Main Sails,	90	Towlines	4 1/2		
2	Main Top Sails,	90	Warp	3		
and <u>another hussary</u>			All of <u>good</u> quality.			
<u>sails</u>						

Her Standing and Running Rigging new and sufficient in size and good in quality.

She has a Long Boat and stiff and jolly mast

The present state of the Windlas is good Capstan and Rudder good Pumps

General Remarks—Statement and Date of Repairs.

*this vessel was seen by Mr. Greuze—
what was recommended by him has been strictly
attended to*

If Sheathed, Doubled, Felted, or Coppered, sheathed with yellow metal When last done July 1850

I am of opinion this Vessel should be Classed to the rules

The Amount of the Fee.....£ 2 : 5 : is received by me, James Brown

Special£ 9 : 7 :

Certificate (if required)£ : 5 :

Committee's Minute 1st March 1850

Character assigned 12 A 1
8 March 1850
Raise to 13 A 1

