

No. 707 Survey held at Bristol Date 21-24 September 1842  
on the Brig Margaret Parker Master R Cooper  
Tonnage 161 Built at Sydney, Cape Breton When built 2<sup>d</sup> October 1840  
By whom built \_\_\_\_\_ Owners Parker & Co  
Port belonging to Newfoundland Destined Voyage Hamburg  
If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
	<u>78</u> <u>0</u>		<u>20</u> <u>0</u>		<u>12</u> <u>9</u>

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Timber and Space..... each	<u>10 1/2</u>			Keel to Bilge .....	<u>3</u>	Foot Waling .....	<u>3</u>
Floors..... sided	<u>10 1/2</u>	Moulded	<u>12 1/2</u>	Bilge Planks .....	<u>4</u>	Bilge Planks .....	<u>3 3/4</u>
1 <sup>st</sup> Foothooks..... "		"		Bilge to Wales .....	<u>3</u>	Ceiling in Flat .....	<u>3</u>
2 <sup>nd</sup> Ditto..... "		"		Wales .....	<u>4 1/2</u>	Ditto Bilge to Clamp .....	<u>2 1/4</u>
3 <sup>rd</sup> Ditto..... "		"		Topsides .....	<u>3</u>	Hold Beam Clamps .....	<u>4</u>
Top Timbers .....	<u>8 1/2</u>	"	<u>6 1/2</u>	Sheer Strakes .....	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Deck Beams ....N°. of <u>16</u>	<u>9</u>	"	<u>9 1/2</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks .....	<u>2</u>
Hold Beams ....N°. of <u>6</u>	<u>9</u>	"	<u>9</u>	Water-Ways.....	<u>6</u>	Hold Beam Shelves .....	<u>4 1/2</u>
Keel .....	<u>11</u>	"	<u>12</u>	Upper Deck .....	<u>3</u>	Deck Beam Ditto.....	<u>5 1/2</u>
Kelsons .....	<u>10</u>	"	<u>12 1/2</u>				

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Bk Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Hackmatack and are \_\_\_\_\_ free from all defects. The Floors and first Foothooks are composed of Bk Birch & Hackmatack Timber. The other Foothooks and Top Timbers of Hackmatack. 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. The Main Kelson is composed of Hackmatack and the False Kelson of Bk Birch. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of Bk Birch and Spruce.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Bk Birch. From the first Foothook Heads to the Light Water Mark of 20. From the Light Water Mark to the Wales of 20. The Wales and Black-strakes are of Bk Birch The Topsides of 20. The Sheer-strakes and Plank-sheers of 20 The Water-ways of 20. The Decks of Spruce State of good. The Shifts of the Planking are not less than \_\_\_\_\_ 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 \_\_\_\_\_ the Bilge Planks of Bk Birch.

**Planking Inside.**—The Limber-strakes are composed of Bk Birch the Bilge Planks of Bk Birch. The Ceiling, Lower Hold, of Bk Birch Between Decks of Spruce. Shelf Pieces of Spruce Clamps of 20.

**Fastenings.**—To Hold Beams Stringers and double lodging wood knees. Deck Beams Shelf pieces and double lodging wood knees. Number of Breasthooks five Pointers \_\_\_\_\_ Crutches \_\_\_\_\_. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling \_\_\_\_\_ bolted through and clenched. General Quality of Workmanship good.

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

Builder's Name \_\_\_\_\_

Surveyor's Name James Wood



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,	100	Chain .....	1 1/2	2	Bower, 11-0-15 = 10-2-10
2	Fore Top Sails,		Hempen Stream Cable .....		1	Stream, 3-1-0
2	Fore Topmast Stay Sails,	80	Hawser .....	6 1/2	1	Kedge, 1-3-0
1	Main Sails,		Towlines .....			
2	Main Top Sails,	100	Warp .....	4 1/2		
and <u>Jib all good</u>			All of <u>good</u> quality.			

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

She has one Long Boat and Jolly Boat.

The present state of the Windlass is good Capstan and Rudder good 2 Wood Pumps

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

*This vessel is well secured & brought and materials all good of their respective kinds. — Iron bolts driven up and cemented, and sheathed with yellow metal.*

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done Sept 1842

I am of opinion this Vessel should be Classed 4 A 1. from 1840

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special .....£ 1 : 0 : 0

*Certificate*

Committee's Minute 27<sup>th</sup> Sept 1842

Character assigned A 1 for 4 years

*[Signature]*

*[Signature]*



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