

No. 552 Survey held at Cardiff Date Sept 29 1846 552  
on the Schooner "Margaret" Master F. G. Emmett  
Tonnage 109 1480 Built at Bangor Carnarvonsh When built 1829  
By whom built — Owners H. H. Parry & Co  
Port belonging to Cardiff Destined Voyage Spain

If Surveyed Afloat or in Dry Dock Dry dock  
Last Surveyed 17/6/46 21/5/35 21/5/39 Classed 9 A Ship omitted

Length aloft	Feet. 67	Inches.	Extreme Breadth	Feet. 19	Inches. 6	Depth of Hold	Feet. 10	Inches.
Scantlings of Timber.				Thickness of Plank.				
Timber and Space	each	21	Inches.	Outside.	Inches.	Inside.	Inches.	
Floors	sided	9 1/2	Moulded 10 1/2	Keel to Bilge	2	Foot Waling	3	
1st Foothooks	"	7 1/2	" 8 3/4	Bilge Planks	4	Bilge Planks	3	
2nd Ditto	"	3	" 7 1/2	Bilge to Wales	2	Ceiling in Flat	2 1/2	
3rd Ditto	"	6	" 7 1/2	Wales	4	Ditto Bilge to Clamp	2	
Top Timbers	"	6	" 5 1/2	Topsides	2	Hold Beam Clamps	3	
Deck Beams	N°. of 14	10 1/2	" 10 1/2	Sheer Strakes	2 1/2	Deck Beam Ditto	3	
Hold Beams	N°. of 3	8 1/2	" 8 1/2	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2	
Keel	"	10	" 12	Water-Ways	4	Hold Beam Shelves	—	
Kelsons	"	12	" 18	Upper Deck	2 1/2	Deck Beam Ditto	—	
Copper or Iron.				Size of Bolts in Fastenings, distinguishing whether				
Heel-Knee, and Dead Wood abaft				Copper or Iron.	Inches.	Iron.	Inches.	
Scarp of Keel	N°. 8	7/8	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	7/8		
Floor Timber Bolts		1/4	Butt End Bolts	5/8	Deck Beam	1		
Kelson ditto		1/4	Lower Pintle of the Rudder	2 1/2				
Transoms and throats of Hooks		1						
Arms of Hooks		7/8						

**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 2 1/2 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of 4 after hook of Br Oak and are quite free from all defects. The Floors and first Foothooks are composed of Br Oak Timber. The other Foothooks and Top Timbers of Br Oak. The Shifts of the first and second Foothooks are not less than 3 1/8 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are the same. The Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is the same. The alternate Frames are well bolted together. according to Rule Sec 37 N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is — choaked with a Butt at each end of the choek. The Main Kelson is composed of American Oak and and the False Kelson of is bolted through every floor. The Scarphs of the Kelsons are not less than none feet inches. The Deck and Hold Beams are composed of British Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Br Oak. From the first Foothook Heads to the Light Water Mark of Br Oak. From the Light Water Mark to the Wales of Br Oak. The Wales and Black-strakes are of Br Oak The Topsides of Br Oak. The Sheer-strakes and Plank-sheers of 1st Br & 2nd Br Oak at the ends The Water-ways of Red pine in the middle & Br Oak at the ends. The Decks of Red pine State of good. The Shifts of the Planking are not less than 4 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 1, 2, 3 etc. between **Planking Inside.**—The Limber-strakes are composed of Red pine the Bilge Planks of the same. The Ceiling, Lower Hold, of Red pine Between Decks of Red pine. Shelf Pieces of — Clamps of American W Oak. **Fastenings.**—To Hold Beams double kneed Iron. Deck Beams Double kneed British oak. Number of Breasthooks Four Pointers three after hook Crutches one Iron. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling are bolted through and clenched. General Quality of Workmanship good.



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,	90	Chain .....	15 1/6	2	Bower,
2	Fore Top Sails,	85	Hempen Stream Cable .....	3 1/4	1	Stream,
	Fore Topmast Stay Sails,	100	Hawser .....	5 1/2	2	Kedge,
2	Main Sails,	50	Towlines ..... <u>new</u> .....	4	} all of proper weight.	
	Main Top Sails,	60	Warp .....	3		
and sufficient others			All of <u>good</u> quality.			

Her Standing and Running Rigging is quite sufficient in size and good in quality.

She has a good Long Boat and —

The present state of the Windlass is good. Capstan Wind good and Rudder good

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

This vessel has had three new first futtokes nine second seventy eight thirds and top timbers two Deck beams some deck framing all Br Oak thirty one feet middle piece of Keel Br Elm Nelson of Quebec oak one length lower breasthook fresh bottles. New deck yellow pine Waterways Red pine in the middle and Br oak forward and aft after and companion comings Br Oak Plank shears Quebec oak in the middle Br Oak forward and aft. Sheer strakes Br Oak. Eight planks in the topsides of American oak three planks of Wales Br Oak upper and lower clamps Quebec oak Lumber strakes Quebec oak all the remaining part of the ceiling new Red pine. All new engine turned iron nails of British Oak. Windlass refitted twenty four new stanchions A Br and Am oak. all the repairs were done in dry dock

We have surveyed this vessel in conjunction as per Rule Sec 55— all the bolts in the range of the decks have been driven out and renewed as well as the planks the strakes below the wales fore and aft taken out also all the ceiling and clamps. We have particularly directed our attention to the state of the decks see as ordered by Rule sec 56. and all the planks, timbers, beams, knees waterways & fastenings and other part that were found defective have been taken out and renewed as above reported. We find on referring to the Register book of 1839 that this vessel was surveyed at Beaumaris. 1835 & classed G A1. and was also surveyed at Cardiff in 1839 & 1841 and from the extensive repairs she has had we are of opinion that she should be classed on restoration as below

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

We are I am of opinion this Vessel should be Classed 7 A1 from 1845

The Amount of the Fee.....£ / : : - is received by me, John Henry Riches.

Special .....£ : : :

Certificate (if required) .....£ : : 5 :

Committee's Minute 9th Oct. 1846

Character assigned Returned



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