

Rev 5/3/49 3.5
1849

No. 1351 Survey held at Leith Date 26th Feb
 on the Schooner "Margaret" Master David Cunningham
 Tonnage 106 Built at Leith When built Feb 1849
 By whom built Leitch & Innes Owners Captain
 Port belonging to Leith Destined Voyage Patna
 If Surveyed Afloat or in Dry Dock Specially Surveyed Building

Length aloft	7 1/10	Extreme Breadth	18	Depth of Hold	11		
Scantlings of Timber.			Thickness of Plank.				
Room and Space	10 1/2	Inches. Middle	Inches. Ends	Outside.	Inside.		
Floors	8 1/2	Moulded	10 8 1/2	Keel to Bilge	2 1/2	Limber Strakes	3 1/2
1 st Foothooks	8	"	8 1/2 7 3/4	Bilge Planks	3 1/2	Bilge Planks	3 1/2
2 nd Ditto	7 3/4	"	7 3/4 6 3/4	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 rd Ditto	7 1/2	"	7 1/2 6 1/2	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	7 1/2	"	6 1/2 4 1/2	Topsides	2	Hold Beam Clamps	5
Deck Beams N ^o 17	Average Space } 3 ft 0 in	"	8 1/2 5	Sheer Strakes	3	Deck Beam Ditto	7 x 2 1/2
Hold Beams N ^o 2	Average Space } 3 ft 0 in	"	9 1/2 7	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2
Keel	10	"	13	Water-Ways	5	Hold Beam Shelves	—
Kelsons	10	"	21	Upper Deck	2 1/2	Deck Beam Ditto	—

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam	3/4
Scarphs of Keel	N ^o 8	Butt End Bolts	5/8	Deck Beam	3/4
Floor Timber Bolts	7/8	Lower Pintle of the Rudder	2 3/4		
Kelson ditto	7/8	Centre Bolt Iron remainder below Wales Marine Metal			
Transoms and throats of Hooks	7/8				
Arms of Hooks	3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 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 Swedish Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 3 ft 3 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 ft 3 in

The Frame is well squared from the first Foothook Heads upwards, and cleanly free from sap, and from thence downwards, the frame is well squared

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 1/3 of the entire moulding at that place.

The Frame is well chocked with no Butt at each end of the chock.

The Main Kelson is composed of Quebec Oak and the False Kelson of Quebec Oak

The Scarphs of the Kelsons are not less than 5 feet — 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 Elm

From the first Foothook Heads to the Light Water Mark of Stettin Oak

From the Light Water Mark to the Wales of —

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

The Sheer-strakes and Plank-sheers of — The Water-ways of Red Pine

The Decks of Yellow Pine State of good quality

The Shifts of the Planking are not less than 5 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 three between

Planking Inside.—The Limber-strakes are composed of Stettin Oak the Bilge Planks of Stettin Oak

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

Shelf Pieces of — Clamps of —

Fastenings.—To Hold Beams Double wood bedding Irons

Deck Beams Quadrant Self piece and Iron Hanging one to every alternate beam

Number of Breasthooks Four Pointers None Crutches On Iron Deck

Butts End Bolts are of Marine Metal in the Bottom, and one Bolt in each Butt End through and clenched

Bilge and Limber Strakes — 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 _____ Surveyor's Signature David Cunningham

DUN 102-0031

Her Masts, Yards, &c. are in best condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
/	Fore Sails,	150	Chain	1 5/16	2
/	Fore Top Sails,	55	Hempen Stream Cable	6 3/4	1
/	Fore Topmast Stay Sails,	75	Hawser	5 3/4	2
/	Main Sails,	75	Towlines	4 3/4	
/	Main Top Sails,	75	Warp	3 1/4	
and <u>one full set and</u>		All of <u>best</u> quality.			
				Bower, s	
				Stream, } <u>all of iron weight</u>	
				Kedge, s	

Her Standing and Running Rigging is all sufficient in size and of best in quality.

She has one Long Boat and one Jolly Boat

The present state of the Windlass is capstan and Rudder well run
with Patent Purchase

General Remarks—Statement and Date of Repairs.

This is a very well built vessel of good material and workmanship and well seasoned, and is well equipped with best stores, and well adapted for Dry and Crushable cargoes

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done _____

I am of opinion this Vessel should be Classed QAI

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

Special£ 5 : 5 : -

Certificate (if required)£ - : 5 : -

Committee's Minute 6th March 1849

Character assigned QAI

Wm. D. David Lighter



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