

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

Length aloft .....	Feet. Inches.	Extreme Breadth .....	Feet. Inches.	Depth of Hold .....	Feet. Inches.
	74 1/10		18 -		11 -
<b>Scantlings of Timber.</b>					
Room and Space .....	Inches.	Inches. Middle	Inches. Ends	<b>Thickness of Plank.</b>	
Floors.....	sided 8 1/2	Moulded 10	8 1/2	<b>Outside.</b>	<b>Inside.</b>
1 <sup>st</sup> Foothooks.....	" 8	" 8 1/2	7 3/4	Keel to Bilge .....	Limber Strakes .....
2 <sup>nd</sup> Ditto.....	" 7 3/4	" 7 3/4	6 3/4	Bilge Planks .....	Bilge Planks .....
3 <sup>rd</sup> Ditto.....	"	"	-	Bilge to Wales .....	Ceiling in Flat .....
Top Timbers .....	" 7 1/2	" 6 3/4	4 1/2	Wales .....	Ditto Bilge to Clamp .....
Deck Beams N <sup>o</sup> 17	Average Space } 3 ft 0 in	" 7 1/2	" 8 1/2	Topsides .....	Hold Beam Clamps .....
Hold Beams N <sup>o</sup> 2	Average Space } 2 ft 0 in	" 8	" 9 1/2	Sheer Strakes .....	Deck Beam Ditto.....
Keel .....	" 10	" 15	7	Plank Sheers.....	Ceiling 'twixt Decks .....
Kelsons .....	" 10	" 21		Water-Ways .....	Hold Beam Shelves .....
				Upper Deck .....	Deck Beam Ditto.....

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

The Frame is well choiced with no Butt at each end of the choick.

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 English Oak

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

The Sheer-strakes and Plank-sheers of English Oak 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 Iron

**Fastenings.**—To Hold Beams Double iron lodging pieces

Deck Beams Double iron lodging piece and iron hanging bar to every alternate beam

Number of Breasthooks Four Pointers None Crutches One Iron Hook

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

Bilge and Limber Strakes Iron 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 Wright



Her Masts, Yards, &c. are in best 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> .			
/	Fore Sails,	150	Chain .....	15/16	2	Bower, &	} all of <i>best</i> weight	
/	Fore Top Sails,	55	Hempen Stream Cable .....	6 3/4	1	Stream,		
/	Fore Topmast Stay Sails,	75	Hawser .....	5 3/4	2	Kedge, &		
/	Main Sails,	75	Towlines .....	4 3/4				
/	Main Top Sails,	75	Warp .....	3 1/4				
and <i>one full stee and</i>			All of <i>best</i> quality.					

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

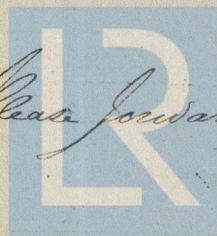
The Amount of the Fee.....£ 2 : 1 : is received by me,

Special .....£ 5 : 5 : -

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

Committee's Minute 6th March 1849

Character assigned QAI



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