

No. 586 Survey held at Liverpool Date 3^d March 1835
 on the Brig Margaret Master J Taylor
 Tonnage 158 Built at Scarbro When built 1831
 By whom built Wm Newham Owners J Taylor
 Port belonging to Scarbro Destined Voyage Liverpool Blackhead Cape
 If Surveyed Afloat or in Dry Dock Surveyed Afloat

586
 JTA

Length aloft.....	Feet. <u>74</u> Inches. <u>9</u>	Extreme Breadth	Feet. <u>22</u> Inches. <u>2 1/4</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>10</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	Inches	Inches. Middle. Ends	Outside.	Inches.	Inside.
Floors..... sided	Moulded		Keel to Bilge		Foot Waling.....
1 st Foothooks.....	<u>Part scarph on board</u>		Bilge Planks.....		Bilge Planks
2 nd Ditto.....	"		Bilge to Wales		Ceiling in Flat
3 rd Ditto.....	"		Wales <u>English Oak</u>	<u>4</u>	Ditto Bilge to Clamp
Top Timbers	<u>6</u>	<u>4 1/2</u>	Topsides <u>English Oak</u>	<u>2 1/2</u>	Hold Beam Clamps
Deck Beams	<u>7 1/2</u>	<u>5 1/2 4 3/4</u>	Sheer Strakes <u>Span Wood</u>	<u>3</u>	Deck Beam Ditto.....
Hold Beams	<u>9</u>	<u>9 7</u>	Plank Sheers <u>English Oak</u>	<u>3</u>	Ceiling 'twixt Decks
Keel	"	"	Water-ways <u>Span Wood</u>	<u>4</u>	Hold Beam Shelves
Kelsons	"	"	Upper Deck	<u>3</u>	Deck Beam ditto
			<u>Bolted Pine upper board</u>		<u>3 1/2 7 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100</u>

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N ^o .		Butt End Bolts		Deck Beam	
Floor Timber Bolts.....		Lower Pintle of the Rudder			
Kelson ditto.....					
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 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are _____ free from all defects. as far as possible
 Her Floors and first Foothooks are composed of _____ Timber.
 Her other Foothooks and Top Timbers of English Oak
 Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then 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 top timbers moderately squared
 The alternate Frames are _____ bolted together.
 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 _____ and the False Kelson of _____
 The Scarphs of the Kelsons are not less than _____ feet _____ inches.
 The Deck and Hold Beams are composed of English African Oak

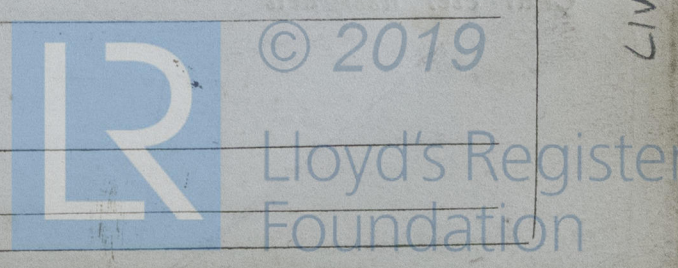
Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____
 From the first Foothook Heads to the Light Water Mark of _____
 From the Light Water Mark to the Wales of _____
 The Wales and Black-strakes are of English Oak
 The Topsides of English Oak
 The Sheer-strakes of Span Wood
 The Gunwales of English Oak Water-ways of Span Wood
 The Shifts of the Planking are not less than _____ N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of White Oak the Stringers of Span Wood
 The Bilge Planks of Carpan board and the remainder of the Ceiling of White Oak

Fastenings.—To Hold Beams Double Stringers & Iron T. Knee
 Deck Beams No lagging knees Stringers & 11 Pair of 1 IR. all well fitted & bolted
 Number of Breasthooks _____ Pointers _____ Crutches _____
 Butts End Bolts are of None through in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling Carpan board bolted through and clenched.
 General Quality of Workmanship is Very fair

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

Builder's Name _____
 Surveyor's Name _____



LIV572-0209

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	190	Chain	1	3	Bower,
2	Fore Top Sails,	110	Hempen Stream Cable.....	7½	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser	4½	2	Kedge,
2	Main Sails,	100	Towlines	3½	All of proper weight. <u>Yes.</u>	
2	Main Top Sails,		Warp			
and 4 <u>left hand</u> sails, 2 <u>right hand</u> sails, <u>all</u> <u>same</u> <u>as</u> <u>other</u> <u>sails</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging is in good order sufficient in size and quantity & in quality.

She has One Long Boat and Two Boats

The present state of the Windlass is good Capstan None and Rudder good

General Remarks—Statement and Date of Repairs.

*A very fine built Vessel Materials of their kind good
and in good order — fit to carry dry and general cargo
with perfect safety*

If Sheathed, Doubled, or Felted, Sheathed with copper on paper

and Date when last done March 1834

And in opinion this Vessel should be Classed 9. A

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, Robert Hornett
James J. Carr.

Committee Minute 28 March 1835

Character assigned A 1 for 9 years
MPH



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