

No. 2123 Survey held at Honfleur Date June 1838
on the Barge Margaret Master J. Mills
Tonnage 312 Built at Isle de When built 1829
By whom built J. Bell Owners J. Mills
Port belonging to Honfleur Destined Voyage New Orleans
If Surveyed Afloat or in Dry Dock

Length aloft.....102^{Feet.}6^{Inches.} Extreme Breadth26^{Feet.}2^{Inches.} Depth of Hold11^{Feet.}10^{Inches.}

Scantlings of Timber:

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>26</u>		
Floors..... sided	<u>13</u>	<u>13</u>	
1 st Foothooks.....			
2 nd Ditto.....			
3 rd Ditto.....			
Top Timbers.....	<u>8</u>	<u>6</u>	
Deck Beams.....	<u>10</u>	<u>9</u>	
Hold Beams.....	<u>11</u>	<u>12</u>	
Keel.....			
Kelsons.....	<u>13</u>	<u>16</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	<u>3</u>
Bilge Planks.....		Bilge Planks.....	<u>4</u>
Bilge to Wales.....		Ceiling in Flat.....	<u>3</u>
Wales.....	<u>5</u>	Ditto Bilge to Clamp.....	<u>3</u>
Topsides.....	<u>3</u>	Hold Beam Clamps.....	<u>4</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways.....	<u>5</u>	Hold Beam Shelves.....	<u>5</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>11</u>

Size of Bolts in Fastenings.

Copper.

Copper.

Iron.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Rak and are free from all defects. as far as possible
Her Floors and first Foothooks are composed of Isle de Honfleur Rak Timber.
Her other Foothooks and Top Timbers of all in light Rak
Her Shifts of the first and second Foothooks are not less than 1 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 1
The Frame is well squared squared from the first Foothook Heads upwards, and 1 free from sap, and from thence downwards, the frame is well squared
The alternate Frames are 1 bolted together.
The Butts of the Timbers are 1 close together; their thickness not less than 1 of the entire moulding at that place.
The Frame is 1 chocked with 1 Butt at each end of the chock.
The Main Kelson is composed of Rak and the False Kelson of Rak appear good
The Scarphs of the Kelsons are not less than 1 feet 1 inches.
The Deck and Hold Beams are composed of Rak appear good

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of 1
From the first Foothook Heads to the Light Water Mark of 1
From the Light Water Mark to the Wales of all in light Rak appear sound
The Wales and Black-strakes are of Rak appear good
The Topsides of Rak appear good
The Sheer-strakes of Rak appear good Decks, and state of, 1
The Gunwales of Rak appear good Water-ways of Rak appear good
The Shifts of the Planking are not less than 1 Feet 1 Inches. 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 Rak good The Planking is wrought the Stringers of 2 Rak good between.
The Bilge Planks of Rak good and the remainder of the Ceiling of Rak good
Fastenings.—To Hold Beams double with double stringer
Deck Beams double with double stringer
Number of Breasthooks 6 wood on beam Pointers 1 Crutches 1
Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched.
Bilge and Footwaling Copper 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

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
//	Fore Sails,	200	Chain 1 3/4	3
//	Fore Top Sails,	9	Hempen Stream Cable 8	/
//	Fore Topmast Stay Sails,		Hawser	/
/	Main Sails,		Towlines	
//	Main Top Sails,		Warp	
and small boat in other			All of _____ quality.		

Her Standing and Running Rigging is _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is _____ Capstan _____ and Rudder _____

2 Kumps.

General Remarks—Statement and Date of Repairs.

The Vessel has been opened a great deal in wake of 24th March heads
one side & one on the other
fine soft on both sides we found 24th March heads a little decayed but
together we had several beams barked out on both sides in wake of 24th
Main Channels on both sides there all appeared sound

They have put in 4. pair of diagonal 1st under
lower hold beams 13. feet side arms the pair 7 feet side arms. all through both
One pair of 10th Standards ahead of fore rigging has been added in addition
to those in & part of the stroke of sailing removed has been replaced with new barked
top sides.

The Vessel appears to be in an efficient state of repair
It being by Mr. Marshall's surveyer's certificate

If Sheathed, Doubled, or Felted, Sheathed with copper in paper to 12 feet
and Date when last done by hand Jan 1838

And we are of opinion this Vessel should be Classed SS 1st 3 years

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, Robert Hamilton J. Bayley

Committee Minute 23 Jan 1838

Character assigned 1st 1 SS 1838. 3 years