

No. 238 Survey held at London Date 26<sup>th</sup> Nov 1835  
 on the Mary Margarets Master J Cook  
 Tonnage 139 Built at Dundee When built 1825 August  
 By whom built A Paton Owners W Nichol & Sons  
 Port belonging to Dundee Destined Voyage Dundee  
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

**Scantlings of Timber.**

Timber and Space	Inches		Inches Middle	Inches Ends
	Each	Sided		
Floors	22	10	Moulded	
1 <sup>st</sup> Foothooks	9			
2 <sup>nd</sup> Ditto				
3 <sup>rd</sup> Ditto				
Top Timbers	4		5	
Deck Beams	9 1/2		10	
Hold Beams	10 1/2		10	
Keel				
Kelsons	9 1/2		12	

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge		Foot Waling	
Bilge Planks		Bilge Planks	2 3/2
Bilge to Wales		Ceiling in Flat	2 1/2
Wales		Ditto Bilge to Clamp	2 1/2
Topsides		Hold Beam Clamps	3
Sheer Strakes	3	Deck Beam Ditto	3 1/2
Plank Sheers	2 1/2	Ceiling 'twixt Decks	2
Water-ways	4	Hold Beam Shelves	
Upper Deck	3	Deck Beam ditto	

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarphs of Keel		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 \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are \_\_\_\_\_ free from all defects.

Her Floors and first Foothooks are composed of English oak Timber. as far as can be seen

Her other Foothooks and Top Timbers of do is is

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 fairly squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_

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 English oak and the False Kelson of do

The Scarphs of the Kelsons are not less than 4 feet 0 inches.

The Deck and Hold Beams are composed of English 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 \_\_\_\_\_ Mostly English with little foreign in upper course

The Topsides of \_\_\_\_\_

The Sheer-strakes of \_\_\_\_\_

The Gunwales of English oak Water-ways of do

The Shifts of the Planking are not less than 5 Feet \_\_\_\_\_ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 2 + 3 between.

**Planking Inside.**—The Clamps are composed of Foreign oak the Stringers of \_\_\_\_\_

The Bilge Planks of English oak and the remainder of the Ceiling of do

**Fastenings.**—To Hold Beams 2 Iron lagging knees

Deck Beams 2 wood lagging

Number of Breasthooks 4 Pointers none Crutches none

Butts End Bolts are of Waldole of copper in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship Had been good

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name H. Murray



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1992 *Lon*

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	150	Chain .....		2
1	Fore Top Sails,	90	Hempen Stream Cable.....	7	1
2	Fore Topmast Stay Sails,	100	Hawser .....	6	1
1	Main Sails,	100	Towlines .....	4 1/2	
2	Main Top Sails,		Warp .....		
and		All of <i>good</i> quality.			

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and *good* in quality *Nov 1832*

She has *one* Long Boat and *one other*

The present state of the Windlass is *good* Capstan \_\_\_\_\_ and Rudder *good* Show Pumps

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

*This is a well built vessel, Timbering when seen is of good quality & fairly square, planking is also good, no bolts through buttocks or bilges, the bolts of the Hold beams ~~are~~ knees are sound them loose, will be renovated, when she will be in an efficient state,*

*Repairs*

*1832 Mostly new keel ailed*  
*1834— Part new deck*

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And *James* of opinion this Vessel should be Classed *A. 1—*

The Amount of the Fee.....£ : 10 : 1 is received by me, *[Signature]*

*[Signature]*

Committee Minute *1 December 1835*

Character assigned *A. 1 when the bolts of the Hold Beams are renewed*

*See Survey Dunder N<sup>o</sup> 182  
 Coined from 5 April 1836  
 Closed R. 1 [Signature]*

