

No.

Survey held at

London

Date

December

1840

on the *Ship Margaret*

Master

Tonnage *436*

Built at

New Brunswick

When built

1839

By whom built

Curran

Owners

C. Walton

Port belonging to

London

Destined Voyage

If Surveyed Afloat or in Dry Dock *Afloat & Tackle Dock*

Length aloft	Feet. (Inches.)	Extreme Breadth	Feet. (Inches.)	Depth of Hold	Feet. (Inches.)
Scantlings of Timber.					
Timber and Space	<i>11' 2 1/2"</i>	<i>11' 2 1/2"</i>	<i>11' 2 1/2"</i>	<i>11' 2 1/2"</i>	<i>11' 2 1/2"</i>
Floors	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
1 st Footbooks	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
2 nd Ditto	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
3 rd Ditto	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
Top Timbers	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
Deck Beams - N ^o . of	<i>12</i>	<i>12</i>	<i>12</i>	<i>12</i>	<i>12</i>
Hold Beams - N ^o . of	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>
Keel	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>
Kelsons	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>
Thickness of Plank.					
Outside.			Inside.		
Keel to Bilge	<i>10</i>	<i>10</i>	Foot Waling	<i>10</i>	<i>10</i>
Bilge Planks	<i>10</i>	<i>10</i>	Bilge Planks	<i>10</i>	<i>10</i>
Bilge to Wales	<i>10</i>	<i>10</i>	Ceiling in Flat	<i>10</i>	<i>10</i>
Wales	<i>10</i>	<i>10</i>	Deck Bilge to Clamp	<i>10</i>	<i>10</i>
Topsides	<i>10</i>	<i>10</i>	Hold Beam Clamps	<i>10</i>	<i>10</i>
Sheer Strakes	<i>10</i>	<i>10</i>	Deck Beam Ditto	<i>10</i>	<i>10</i>
Plank Sheers	<i>10</i>	<i>10</i>	Ceiling 'twixt Decks	<i>10</i>	<i>10</i>
Water-Ways	<i>10</i>	<i>10</i>	Hold Beam Shelves	<i>10</i>	<i>10</i>
Upper Deck	<i>10</i>	<i>10</i>	Deck Beam Ditto	<i>10</i>	<i>10</i>
Size of Bolts in Fastenings.					
Copper.			Iron:		
Heel-Knee, and Dead Wood abut	<i>10</i>	<i>10</i>	Bolts thro' the Bilge and Foot Waling	<i>10</i>	<i>10</i>
Scarphs of Keel - N ^o .	<i>10</i>	<i>10</i>	Butt End Bolts	<i>10</i>	<i>10</i>
Floor Timber Bolts	<i>10</i>	<i>10</i>	Lower Pintle of the Rudder	<i>10</i>	<i>10</i>
Kelson ditto	<i>10</i>	<i>10</i>	same in Iron above the Copper		
Transoms and throats of Hooks	<i>10</i>	<i>10</i>			
Arms of Hooks	<i>10</i>	<i>10</i>			

Timbering.—The Space between the Floor Timbers and Lower Footbooks in this Vessel is *11* Inches. The Space between the Top-timbers is *3 1/2* Inches. The Stem, Stern Post, are composed of *Red Pine* The Transoms, Aprons, Knight Heads, Hawse Timbers, of *Red Pine* and are free from all defects. *Whence*

The Floors and first Footbooks are composed of *Birch* Timber.

The other Footbooks and Top Timbers of *Red Pine, Spruce & Nothofagus*

The Shifts of the first and second Footbooks are not less than *—* N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are *—*

The Frame is *built* squared from the first Footbook Heads upwards, and free from sap, and from thence downwards, the frame is *—*

The alternate Frames are *—* bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are *—* close together; their thickness not less than *—* of the entire moulding at that place.

The Frame is *—* choiced with *—* Butts at each end of the choick.

The Main Kelson is composed of *Red Pine* and the False Kelson of *Birch*

The Scarphs of the Kelsons are not less than *6* feet *—* inches.

The Deck and Hold Beams are composed of *Red Pine*

Planking Outside.—From the Keel to the first Footbook Heads the Plank is composed of *—*

From the first Footbook Heads to the Light Water Mark of *—*

From the Light Water Mark to the Wales of *—*

The Wales and Black-strakes are of *—* The Topsides of *Red Pine*

The Sheer-strakes and Plank-sheers of *—* The Water-ways of *—*

The Decks of *Yellow Pine* State of *good*

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 *2 1/2* between

Planking Inside.—The Limber-strakes are composed of *Pine* the Bilge Planks of *Pine & Birch*

The Ceiling, Lower Hold, of *Pine* Between Decks of *Pine*

Shelf Pieces of *Red Pine* Clamps of *Sawn*

Fastenings.—To Hold Beams *Two wood lagging knees 1 1/2" x 8 1/2" & 8 1/2" x 1 1/2" Red Pine*

Deck Beams *Two wood lagging knees 1 1/2" x 8 1/2" & 8 1/2" x 1 1/2"*

Number of Breasthooks *Five* Pointers *Two Iron* Crutches *One Iron*

Butts End Bolts are of *Copper* in the Bottom, and *Iron* 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 good condition, and sufficient in size and length.

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She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		fathoms.	N ^o .	
3	Fore Sails,	200	Chain	1 1/4	3	Bower,
2	Fore Top Sails,	100	Hempen Stream Cable	8	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser		1	Kedge,
	Main Sails,		Towlines			
3	Main Top Sails,		Warp			
and			All of <u>good</u> quality.			

Her Standing and Running Rigging believed sufficient in size and good in quality.

She has One Long Boat and two others

The present state of the Windlass is little Capstan few and Rudder good

General Remarks—Statement and Date of Repairs.

Now opened to inspect the second futlocks which are fixed in other respects ~~in other respects~~ the appear a well built ship having timbers of large scantlings and very thick plank, and is exceeding the second futlock Orders as required by the Society's Rules, and also Naper's Standards, and Rules, as well as powderers & rated. Is a strong substantial ship and may be relied on as under

If Sheathed, Doubled, Felted, or Coppered now about to be sheathed When last done _____

I am of opinion this Vessel should be Classed 4 A 1

The Amount of the Fee.....£ 5 : : is received by me, Provisionary

Special£ : :

Committee's Minute 10 Dec 1840

Character assigned A 1

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6 Malton