

No. 141 Survey held at Newport Date Sept 1839 141  
on the Marchioness of Bristol Master Henry Jobling  
Tonnage 196 8 0 0 Built at Newport When built 1839  
By whom built John Young Owners Wm Bird & Co  
Port belonging to Lardiff Destined Voyage Midwestern  
If Surveyed Afloat or in Dry Dock Surveyed in Progress of Building

Length aloft.....	Feet. <u>84</u> Inches. <u>7</u>	Extreme Breadth .....	Feet. <u>21</u> Inches. <u>7</u>	Depth of Hold .....	Feet. <u>14</u> Inches. <u>3</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>22</u>	Inches. Middle <u>13</u> Inches. Ends <u>13</u>	Outside.	Inches.	Inside.	
Floors.....	sided <u>11</u>	Moulded <u>13</u>	Keel to Bilge .....	<u>3</u>	Foot Waling.....	<u>3</u>
1 <sup>st</sup> Foothooks.....	" <u>9</u>	" <u>9 1/2</u>	Bilge Planks .....	<u>4</u>	Bilge Planks .....	<u>4</u>
2 <sup>nd</sup> Ditto.....	" <u>8</u>	" <u>8</u>	Bilge to Wales .....	<u>3</u>	Ceiling in Flat .....	<u>2 1/2</u>
3 <sup>rd</sup> Ditto.....	" <u>7 1/2</u>	" <u>7 1/2</u>	Wales .....	<u>4 1/2</u>	Ditto Bilge to Clamp .....	<u>2 1/2</u>
Top Timbers .....	" <u>6</u>	" <u>5</u>	Topsides .....	<u>2 1/2</u>	Hold Beam Clamps .....	<u>3</u>
Deck Beams .. Number of.....	<u>20</u>	" <u>9 1/2</u>	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams .. Do..... do.....	<u>5</u>	" <u>9 1/2</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks .....	<u>2 1/2</u> <u>2</u>
Cabin & Forecastle Beams ..	" <u>15</u>	" <u>15</u>	Water-ways .....	<u>6</u>	Hold Beam Shelves .....	<u>5 1/2</u> <u>10</u>
Keel .....	" <u>11</u>	" <u>15</u>	Upper Deck .....	<u>3</u>	Deck Beam ditto .....	<u>4 1/2</u> <u>9</u>
Kelsons .....	" <u>13</u>	" <u>15 1/2</u>				
<u>John Nelson</u>						

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft .....	<u>1</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>1 1/2</u> <u>1 1/2</u>
Scarp of Keel..... N <sup>o</sup> . <u>8</u>	<u>7/8</u>	Butt End Bolts .....	<u>5/8</u>	Deck Beam .....	<u>3/4</u>
Floor Timber Bolts.....	<u>1</u>	Lower Pintle of the Rudder .....	<u>2 1/4</u>		
Kelson ditto.....	<u>1</u>			same in Iron above the Copper .....	<u>5</u>
Transoms and throats of Hooks .....	<u>1</u>				
Arms of Hooks .....	<u>7/8</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 4 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.

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 3 1/2 9 inches N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are not less than 4 feet

The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is very good

The ~~alternate~~ Frames are all bolted together.

The Butts of the Timbers are very close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is now chocked with a Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of English Oak

The Scarphs of the Kelsons are not less than 6 feet 6 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 English & American

From the first Foothook Heads to the Light Water Mark of English 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 of English Oak Decks, and state of, Red Pine, very good

The Gunwales of English Oak Water-ways of English Oak

The Shifts of the Planking are not less than 5 Feet 11 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 three between.

**Planking Inside.**—The Clamps are composed of English Oak the Stringers of English Oak

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

**Fastenings.**—To Hold Beams Iron Lodging Knees & 5 Shipla Standards

Deck Beams Wood Lodging Knees

Number of Breasthooks Four Pointers a Pan Wood Crutches one Wood

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship is very good

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

Builder's Name

Surveyor's Name

John Young  
John Young



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
	Fore Sails,	180	Chain	1 1/8	2	Bowes
	Fore Top Sails,	80	Hempen Stream Cable	7/8	1	Stream,
	Fore Topmast Stay Sails,	60	Chain	5/4	2	Kedge
	Main Sails,	90	Hawser	4		All of proper weight.
	Main Top Sails,	120	Towlines	3		
	and <u>Good in Quality</u>		Warp			
			All of <u>Good</u> quality.			

Her Standing and Running Rigging is well fitted sufficient in size and very good in quality.

She has One Long Boat and One Jolly Boat

The present state of the Windlass is fitted up Capstan Winch and Rudder Good  
with Kendall's young Patent

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

*This is a very superior repair. The materials & workmanship of the first rate & I feel justified in recommending her as such to your notice*  
*J. H.*

If Sheathed, Doubled, or Felted, \_\_\_\_\_  
and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed 12 years A1

The Amount of the Fee.....£ 2 : 2 : " is received by me, John Corner  
Surveyor

Committee Minute 10 Sept 1839

Character assigned A1 for 12 years  
OK