

No. 1168 Survey held at Cardiff Date Dec 13th 1857
on the Schooner "Young Marquis" (Portm.) Master John Brabyn
Tonnage Old 160 Built at Cardiff When built commenced 1849
By whom built Mr. Richard Freden Owners Richard Freden
Port belonging to Cardiff Destined Voyage Coaster to Liverpool
If Surveyed while Building, Afloat, or in Dry Dock On the ship during the progress of Building

Length aloft 76 5/10 Feet. Extreme Breadth 19 1/10 Feet. Depth of Hold 12 7/10 Feet.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	21	Moulded	9 1/2	Keel to Bilge	2 3/4	Limber Strakes	2 3/4
1st Foothooks.....	8 1/2	"	8	Bilge Planks.....	4	Bilge Planks.....	3 1/2
2nd Ditto.....	8	"	7 1/2	Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2 1/2
3rd Ditto.....	7	"	6 1/2	Wales.....	4	Ditto Bilge to Clamp.....	2 1/2
Top Timbers.....	7	"	5 1/2	Short Hoods.....	2 1/2	Hold Beam Clamps.....	2 1/2
Deck Beams No 18 Average Space 3 ft 4 in	8 1/2	"	8 1/2	Topsides.....	2 1/2	Deck Beam Ditto.....	2 1/2
Hold Beams No 5 Average Space 7 ft 4 in	9 1/2	"	9 1/2	Sheer Strakes 2 in. 1/2 in. 2 1/2 in.	2 1/2	Ceiling 'twixt Decks.....	2
Keel to Cabin + one to Forecastle	9 1/2	"	11 1/2	Plank Sheers.....	2 1/2	Hold Beam Shelves.....	9 1/2 by 4 1/2
Keelsons.....	11	"	15	Water-Ways.....	4	Deck Beam Ditto.....	
Carphs of Ditto.....	8 1/2	"	5	Upper Deck.....	2 1/2		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Keel-Knee, and Deadwood abaft	1 1/8	Transoms and throats of Hooks	1		Lower Pintle of the Rudder	2 1/2	
Carphs of Keel.....No 6	3/4	Arms of Hooks	7/8	3/4	Hold Beam		1 1/8 by 1 1/2
Floor Timber Bolts	7/8	Bolts thro' Bilge & Limber Strakes	5/8		Deck Beam		3/4
Keelson ditto	1	Butt End Bolts	5/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 3 to 4 1/2 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are all free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 3 feet 5 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are from 3 feet 5 inches to 3 feet 8 in, some 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 equally good and free from sap, or any other defects. The alternate Frames are bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is properly chocked with a Butt at each end of the chock. Top-timbers all squared. The Main Keelson is English Oak and free from all defects. The False Keelson is English Oak The Deck Beams consist of English Oak The Hold Beams of English Oak The Knees of English Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is English Oak and American Elm From the above named Height to the Light Water Mark English Oak From the Light Water Mark to the Wales English Oak The Wales and Black-strakes are English Oak The Topsides English Oak The Sheer-strakes English Oak and Plank-sheers English Oak The Water-ways English Oak The Decks Yellow Pine Copper fastened from State of good quality 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 3 Strakes except between the Bilge Planks English Oak

Planking Inside.—The Limber-strakes are English Oak Between Decks English Oak The Ceiling, Lower Hold, English Oak Shelf Pieces Stringers English Oak Clamps English Oak

Fastenings.—To Hold Beams Corrugated Iron Staple Knees between the Beams Cabin Deck and Forecastle Deck Beam, fixed with an Iron Knee at each end Deck Beams English Oak Lodging and Locking Knees all well fastened. Number of Breasthooks 3 English Oak Pointers none Crutches one Iron Butts End Bolts are of yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. of yellow Metal Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of English Oak How Made well made General Quality of Workmanship the best description as required by the Rules

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

Builder's Signature

Surveyor's Signature

Henry Baynes

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .				N ^o .	Weight.
/	Fore Sails,	Chain ... <u>Proof 12 fms</u>	<u>80</u> <u>1 1/2</u>	Bower,	<u>2</u> <u>10.0</u> <u>1 1/2</u> <u>100</u>
/	Fore Top Sails,	Hempen Stream Cable	<u>75</u> <u>6</u>	Stream,	<u>1</u> <u>4.2</u> <u>26</u> <u>100</u>
/	Fore Top Stay Sails,	Hawser	<u>75</u> <u>4 1/2</u>	Kedge,	<u>2</u> <u>1.3</u> <u>32</u> <u>100</u>
/	Main Sails,	Towlines	<u>90</u> <u>3 1/2</u>		
/	<u>9th</u> Main Top Sails,	Warp			

and all other necessary All of good quality.

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has One Long Boat and One Jolly Boat

The present state of the Windlass is good Capstan Winch Rudder good Pumps good of Iron
Fitted with Patent Purchase good

General Remarks—Statement and Date of Repairs.

The Rules fully complied with for the 12 years grade, the materials being of the best quality, and the workmanship, the best description, and the vessel well fastened throughout. I am of opinion she is fully eligible to the Class recommended, Certificate of the Proofs of Cables seen by me, as stated above.

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done

I am of opinion this Vessel should be Classed

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ 8 : 0 : 0

Certificate (if required)£ : 5 : 0

Committee's Minute 19th Decr 1851

Character assigned



1st 12



11/12/51

Lloyd's Register Foundation