

No. 3054 Survey held at Newcastle Date August Rec 26/10/46 3054
on the Ship Marlborough Master J. S. Webb
Tonnage 1242 7/10 Built at Newcastle When built 1846
By whom built Messrs T & W Smith Owners Messrs Smith
Port belonging to London Destined Voyage East India
If Surveyed Afloat or in Dry Dock While Building

Length aloft	175 6	Extreme Breadth	41 6	Depth of Hold	27 2
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each 34	Inches Middle	Inches Ends	Outside	Inside
Floors	sided 14	Moulded 14		Keel to Bilge 5	Foot Waling 6
1st Foothooks	" 13	" 13		Bilge Planks 6	Bilge Planks 6
2nd Ditto	" 13	" 12		Bilge to Wales 5 3/4	Ceiling in Flat 4
3rd Ditto	" 12	" 11		Wales 6 1/2	Ditto Bilge to Clamp 4 8/8
4th Ditto	" 11 1/2	" 10	7	Topsides 4	Hold Beam Clamps 7
Top Timbers	" 10 1/2	" 10 1/4	10	Sheer Strakes 5	Deck Beam Ditto 7
Deck Beams N° of 45	" 10 1/4	" 10 1/4	10	Plank Sheers 4	Ceiling 'twixt Decks 4
Hold Beams N° of 31	" 13	" 13	11	Water-Ways 14 8/16	Hold Beam Shelves 13
Keel	" 16	" 10	12	Upper Deck 4	Deck Beam Ditto 11
Kelsons	" 18 1/2	" 14			

Copper		Size of Bolts in Fastenings, distinguishing whether		Iron	
Heel-Knee, and Dead Wood abaft	15/8	Copper		Hold Beam	1 1/4
Scarphs of Keel N° 1/4		Bolts thro' the Bilge and Foot Waling	1 1/8	Deck Beam	1 1/8
Floor Timber Bolts	1 3/8	Butt End Bolts	1 3/8		
Kelson ditto	1 1/2	Lower Pintle of the Rudder	4/4		
Transoms and throats of Hooks	1 1/2				
Arms of Hooks	1 1/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 5 ft 6 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 6 feet. The Frame is squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared & sound. The ~~alternate~~ Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is choked with a Butt at each end of the chock. The Main Kelson is composed of African Oak and the False Kelson of —. The Scarphs of the Kelsons are not less than 7 feet 6 inches. The Deck and Hold Beams are composed of African & East India Teak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Rock Elm. From the first Foothook Heads to the Light Water Mark of Foreign White Oak. From the Light Water Mark to the Wales of African Oak. The Wales and Black-strakes are of African Oak. The Topsides of East India Teak. The Sheer-strakes and Plank-sheers of East India Teak. The Water-ways of East India Teak. The Decks of Danzie Red Pine. State of Best Quality. The Shifts of the Planking are not less than 5 Feet 6 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 Three Strakes between

Planking Inside.—The Limber-strakes are composed of African Oak the Bilge Planks of African. The Ceiling, Lower Hold, of African & English Between Decks of East India Teak. Shelf Pieces of African & East India Teak Clamps of East India Teak & African.

Fastenings.—~~Timber~~ Beams Lower Deck, Dowelled & Bolted to Shelf and Dovetailed to Waterways & A Vertical Iron Knee with double Lugs to each Beam. Deck Beams Dowelled & Bolted to Shelf & Dovetailed to Waterways & A Vertical Knee with double Lugs to each End. Middle Deck beam, Dowelled & Bolted to Shelf & dovetailed to Waterways & Vertical Knee with double Lugs to each. Number of Breasthooks Ten Pointers — Crutches Six. Butts End Bolts are of yellow Metal in the Bottom, and A Bolt in each Butt End through and clenched. Bilge and Footwaling g.m. & are bolted through and clenched. General Quality of Workmanship Best Quality.

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

Builder's Name

Surveyor's Name

Robt Towles

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 .		Fathoms.		Inches.	N ^o .	Cost " " " "	
2	Fore Sails,	300	Chain	1 7/8	3	Bower,	48 " " " "
2	Fore Top Sails,	100	Chain Hempen Stream Cable	2	1	Stream,	34 " " " "
2	Fore Topmast Stay Sails,	120	Hawser	10	2	Kedge,	12 " " " "
2	Main Sails,	100	Towlines	7 3/4			4 " " " "
2	Main Top Sails,	100	Warp	6 1/4			
and <u>Mizen sail, Libby Vn</u>			All of	quality.			

Her Standing and Running Rigging are sufficient in size and of the Best in quality.

She has A Long Boat and Launch, yawl, gig, & jolly boat

The present state of the Windlass is New Pt Capstan Patent and Rudder Round Head New

General Remarks—Statement and Date of Repairs.

Square 10 1/4 Upper Deck } Every alternate Beam is of Red Pine, the others of
Beams No 45 } East India Teak, the space between are 2 feet 9 ins therefore
I consider there are sufficient of the Teak beams for DK fastenings

Square 12 Middle DK }
Beams No 33 } All of African & East India Teak, space 3 feet 6" & 4 feet 6"

Square 13 Lower DK } All of African Oak space between 3 feet 6" & 4 feet 6"
Beams No 31 } These lower DK beams it will be perceived are under the
dimensions laid down by the Rules for this Tonage but the
space being more contracted and there being three tier
In my opinion the ship is well & efficiently fastened
Robt Fowler

If Sheathed, Doubled, Felted, or Coppered Yellow Metal to the water When last done 1846

I am of opinion this Vessel should be Classed 12. A. 1

The Amount of the Fee.....£ 5 : - : - is received by me, Robt Fowler

Special£ : :

Certificate (if required)£ : :

Committee's Minute 29th Oct 1846

Character assigned A 1 for 12 years



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