

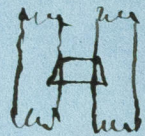
Lloyd's Register of British and Foreign Shipping;
Ports of Newcastle and Shields.

Office, North Shields, Feb^r 20th 1854.

To
Charles Graham Esquire.

Sir
In answer to the Questions
contained in your Letter of the 18th
inst with reference to the Ship
"George Marshall" Report "No. 5895."
I beg to state the Dimensions of the
Shelf to the Spar Deck is as follows
viz 6 1/2 inches sided, 10 inch's moulded
and tapered to 3 inches at the front
edge thus $3 \begin{array}{c} 10 \\ \square \end{array} 6\frac{1}{2}$ and has in and
out through bolts (if I mistake not)
at every timber. -

The thickness of the inside
Planks between the Middle and
Spar Deck is First a 3 inch Stake
or Clamp below the Shelf then
Stakes of 2 1/4 thick, and the
Spirketting Planks (the lower
edges of which are billed or
Rabbed into the Main Deck
Waterway) are 3 1/2 inches thick
and



are all of Teak, and inside these Spirketting Planks are fitted Teak Sills 3 inches thick: the same being made tight and tailed into the Timbers of the Frame. - +

The outside and inside Planky has the through bolting of the whole of the Knees named in the Report and is fastened with other through and short bolts by which it is secured. The Owner preferring bolts at this part to trenails, with the exception of the Spirketting Planks which are trenailed. -

And with reference to the New Rule "Sec. 41" I beg to state the arrangements were made by the Owner for the Topsides and the Vessel was in an advanced state before the advertisement appeared in the Papers relative to the same? And that the difference consists in the size of Beams Planking &c being of rather less dimensions than is there set forth, and as shown by the Report together with the foregoing. And if I may

be allowed to remark most Ship Builders I believe consider it advisable to keep the extremities of Vessels as light as possible.

As it regards the thicknesses of some of the inside Planking to which reference has been made, It will be born in mind the ship was Survey'd as per Order for 1000 Tons, and that although she subsequently measured more than the above, taking the thicknesses and scantlings as a whole on the average, I presume they would not only be found extremely near to those given by the Tables, but rather in excess of them.

I am Sir

Your Obedient Servant
Samuel Bevington

N. B. It will perhaps be remembered the ship was in frame, and pointed out to the Committee as they passed through South Shields in August last year. - She was also seen and inspected by Mr. Martin in the spring of this year.

Inclosed is the Foreman Shipwrights Certificate.

1854
22nd Sept.

Mr Martin is desired to
report his opinion hereon

ALP
Sept 22
I am of opinion that the
Ship might be Classed as
recommended by Mr Pritchard

JL

1854.

Newcastle 20 Sept

Mr Pritchard

Recd 21

Ans

'George Marshall'



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