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No. 55 Survey held at Peterhead Date 21 August - 1840

on the New Marguerite Belais Master Thos Robertson

4243 Tonnage Bel. 242 Built at Peterhead When built in 1838 & Blanket & Comptrol in 1840

By whom built Jas Geddes Owners Robert & Sebastian & Andersen

Port belonging to Peterhead Destined Voyage Newcastle, Mediterranean & Brazil

If Surveyed Afloat or in Dry Dock Building Yard

Length aloft	Feet. 94 Inches. 3	Extreme Breadth	Feet. 24 Inches. 6	Depth of Hold	Feet. 15 Inches. 6		
Scantlings of Timber.		Thickness of Plank.					
Timber and Space	Inches. 27	Inches Middle	Inches Ends	Outside.	Inches. Inside.		
Floors	12	Moulded	11 9 1/2	Keel to Bilge	3	Foot Waling	3 1/2
1st Foothooks	12	"	11 1/2 9	Bilge Planks	2. Each side 4	Bilge Planks	2. Each side 4
2nd Ditto	11	"	9 8	Bilge to Wales	3	Ceiling in Flat	3
3rd Ditto	"	"	"	Wales	4 1/2	Ditto Bilge to Clamp	2 3/4
Top Timbers	8	"	7 4 1/2	Topsides	2 1/2	Hold Beam Clamps	4
Deck Beams	N° of 20	"	4	Sheer Strakes	3	Deck Beam Ditto	3
Hold Beams	N° of 8	"	4 5 1/2	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Keel	English Elm. Below Rudder 9 1/2	"	9 1/2 7	Water-Ways	5	Hold Beam Shelves	3
Kelsons	English Oak 14	"	12 1/2 10	Upper Deck	3	Deck Beam Ditto	3
Copper.		Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	Inches. 1 1/2	Copper.		Inches.	Iron.	Inches.	
Scarp of Keel	N° 8 3/4 2 1/2	Bolts thro' the Bilge and Foot Waling		5 1/2	Hold Beam	1 1/2 7/8	
Floor Timber Bolts	one in each 1 1/2	Butt End Bolts		2 in. each on through 5/8	Deck Beam	7/8	
Kelson ditto	do 1 1/2	Lower Pintle of the Rudder		3			
Transoms and throats of Hooks	1 1/2						
Arms of Hooks	all of copper 7/8	same in Iron above the Copper					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 Inches average. The Space between the Top-timbers is 3 Inches average. The Stem, Stern Post, are composed of Red English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are sound free from all defects.

The Floors and first Foothooks are composed of English Oak large Scantlings of Timber. well squared

The other Foothooks and Top Timbers of English Oak properly Choked & Bolted

The Shifts of the first and second Foothooks are not less than 4 feet average N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet & upwards close fitted

The Frame is well squared from the first Foothook Heads upwards, and and free from sap, and from thence downwards, the frame is wrought square & well put together

The alternate Frames are all bolted together. to the ends N.B. If not, state how bolted. to gunwals

The Butts of the Timbers are all close together; their thickness not less than 1/6 of the entire moulding at that place.

The Frame is all choaked with a Butt at each end of the chock. Close properly fastened

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

The Scarphs of the Kelsons are not less than 2 feet 6 inches.

The Deck and Hold Beams are composed of English Oak sound & of good quality

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm & English Oak

From the first Foothook Heads to the Light Water Mark of English Oak plank wrought free from Sap

From the Light Water Mark to the Wales of English Oak plank & trimmings

The Wales and Black-strakes are of English Oak The Topsides of English Oak Planks

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of American Pitch Pine

The Decks of American Yellow Pine State of New & well Seasoned

The Shifts of the Planking are not less than 8 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 - between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of English & Stringers Clamps of English

**Fastenings.**—To Hold Beams Double Iron Knees & Double Stringers Bolted through & Clenched

Deck Beams Double English Oak Knees & Stringers & 7 Hanging Iron Knees on each side from the Beams

Number of Breasthooks 3 forward & three Pointers 2 from Stern frame Crutches 2 all properly bolted with Copper

Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. a Beam across Stern Timbers & 4 Transom Knees

Bilge and Footwaling Copper bolted through and clenched. one in each Foothook

General Quality of Workmanship Good Very much Improved & as agreeable as possible to the Rules

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

Builder's Name Jas Geddes Ship Builder Peterhead

Surveyor's Name George Anderson Surveyor

Her Masts, Yards, &c. are in 1 condition, and sufficient in size and length. *of Best Materials*

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/8	3	Bower, 1 of 11 Cwt. & 2 of 10 Cwt Each
1	Fore Top Sails,	65	<del>Stream</del> Stream Cable .....	3/8	1	Stream, 4 1/2 Cwt
2	Fore Topmast Stay Sails,	90	Hawser .....	7-	1	Kedge, 2 1/2 Cwt
2	Main Sails, one for & off	70	Towlines .....	4 1/2		
2	Main Top Sails,	60	Warp .....	3		
	and a full Sheet Smaller Sails all of Best Leather Curves		All of <u>1</u> quality.			

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

She has One 20 feet Long Boat and One 14 feet Solly Boat & 1-14 feet Plain Boat Copper fastened

The present state of the Windlass is new Patent Patent Wind and Rudder Complete

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

This Vessel is all built in frames—Lay in frames 6 Months in Winter 1839 for Seasoning—Completed in starting in June 1840—& all Materials Required for a 12 year Ship his fully supplied Agreeable to the Rules & Materials & fastenings of first Quality—The Respectable Owners requests this Vessel may be fitted out in the First Still—Should the Committee find any request omitted in the Report to reduce her from a 12 year Ship—The Owners will comply if possible by pointing out by Return as the Vessel is not Copper—but in progress of being Copper—& will be completed in course of a week—

I am fully of opinion this Vessel is entitled to first class for 12. A. as every proper care has been taken with material & workman ship to make her complete—

The Committee will please to send me a Certificate of Class to the Owners which I shall account to the Committee it being the Owners Request

Geo Anderson Surgeon

If Sheathed, Doubled, Felted, or Coppered Sheathing Copper—24-26 Oz Copper to 10 Inches below Males When last done \_\_\_\_\_

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

The Amount of the Fee.....£ 3 : 3 : . is received by me, from Robertson & Anderson for first Entry & Classing the New Barge Reliance

Special .....£ : :

Committee's Minute August 25 1840

Character assigned AT 1 for 12 Year



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