

SLD928-0342 2/2

Sundr 3145

Alter - Captus name

Ship "Margaret West" - to Willm Baumann

alter.

413

465

& insert

Lo. Batavia

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Lloyd's Register
Foundation

No. 3145 Survey held at London Date Feb 9/2/47 1847
 on the St. Margaret West Master J. Bauer
 Tonnage 509 Built at London When built 1847
 By whom built R. Wilkinson Owners London West
 Port belonging to London Destined Voyage London
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft	116	Extreme Breadth	28	Depth of Hold	19
Scantlings of Timber.					
Timber and Space	each	Inches	Inches Middle	Inches Ends	
Floors	sided	12	12	10 1/2	
1st Foothooks	"	10	9 1/2		
2nd Ditto	"	9 1/2	8 1/2		
3rd Ditto	"	8 1/2	7 1/2		
Top Timbers	"	8	5		
Deck Beams N° 25	Average Space	9 1/2	9 1/2	6	
Hold Beams N° 19	Average Space	12	12	9	
Keel	"	12	9 1/2		
Kelsons	"	13	13 1/2		
Thickness of Plank.					
Outside.			Inside.		
Keel to Bilge	Inches	3	Foot Waling	Inches	4
Bilge Planks	"	4 1/2	Bilge Planks	"	4 1/2
Bilge to Wales	"	5 1/2	Ceiling in Flat	"	3
Wales	"	5	Ditto Bilge to Clamp	"	2 1/2
Topsides	"	3	Hold Beam Clamps	"	5
Sheer Strakes	"	3 1/4	Deck Beam Ditto	"	3 1/2
Plank Sheers	"	3 1/2	Ceiling 'twixt Decks	"	2 1/2
Water-Ways	"	6 1/2	Hold Beam Shelves	"	"
Upper Deck	"	3 1/4	Deck Beam Ditto	"	"

Size of Bolts in Fastenings, distinguishing whether					
Copper or Iron			Iron.		
Heel-Knee, and Dead Wood abaft	Inches	1 1/4	Bolts thro' the Bilge and Foot Waling	Inches	1 1/4
Scarpns of Keel	"	7/8	Butt End Bolts	"	1 1/8
Floor Timber Bolts	"	1 1/2	Lower Pintle of the Rudder	"	3/2
Kelson ditto	"	1 1/4			
Transoms and throats of Hooks	"	1 1/8			
Arms of Hooks	"	1 1/8			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of 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 Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is well squared from the first Foothook Heads upwards, and sound free from sap, and from thence downwards, the frame is well squared throughout. The alternate Frames are all bolted together. 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 well chocked with a Butt at each end of the chock. The Main Kelson is composed of African Oak and the False Kelson of American Oak & Mahogany. The Scarpns of the Kelsons are not less than 6 feet 4 inches. The Deck and Hold Beams are composed of English and African Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Black Pine. From the first Foothook Heads to the Light Water Mark of Foreign White Oak. From the Light Water Mark to the Wales of African and English Oak and Mahogany. The Wales and Black-strakes are of African and English Oak and Mahogany. The Topsides of English and African Oak. The Sheer-strakes and Plank-sheers of African and English Oak and Mahogany. The Water-ways of African Oak. The Decks of Yellow Pine State of good. The Shifts of the Planking are not less than 57 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 between

Planking Inside.—The Limber-strakes are composed of African Oak the Bilge Planks of Starboard Hardwood. The Ceiling, Lower Hold, of African and English Oak and Mahogany Between Decks of English Oak. Shelf Pieces of — Clamps of African and English Oak and Mahogany.

Fastenings.—To Hold Beams Iron Lodging Nuts, also 10 Iron Hanging Nuts and 8 Stands. Deck Beams One Wood Lodging Nut and an Iron Lodging Nut. Number of Breasthooks 14 One pair Pointers Iron hook abaft the Crutches 2 Iron Nuts each side. Butts End Bolts are of Iron Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship Very good throughout.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature Richard Wilkinson Surveyor's Signature John Bauer



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 .
2	Fore Sails,	240	Chain	1 1/2	3
2	Fore Top Sails,	80	Hempen Stream Cable	9	1
2	Fore Topmast Stay Sails,	60	Hawser	7/8	1
1	Main Sails,	80	Towlines	6 1/2	
2	Main Top Sails,	80	Warp	5	
and <u>as per form</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging Beam sufficient in size and good in quality.

She has One Long Boat and two other Boats

The present state of the Windlass is same Capstan Wick and Rudder all secure
with purchase

General Remarks—Statement and Date of Repairs.

This Vessel was regularly surveyed during the Building; notes taken at the following dates 18. 17. 1. 28. 8. 9. 10. 11. 12. 2.

Certificate

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

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

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

John Brunton

Special£ : :

Certificate (if required)£ 0 : 10 : 0

Committee's Minute 7th Feb 1847

Character assigned 12 A. 1 for 12 Year

Certificate of the Class assigned