

No. 195 Survey held at Cardiff

Date March 12 1840

195

on the Schooner Mary

Master Thomas Riches

Tonnage 81 Built at Ipswich

When built 1825

By whom built

Owners J Bobbold

Port belonging to Ipswich

Destined Voyage

If Surveyed Afloat or in Dry Dock Afloat

*[Handwritten signature]*

Length aloft... 60 6 Extreme Breadth... 16 11 Depth of Hold... 10

Scantlings of Timber.

Thickness of Plank.

Table with columns for Timber and Space, Floors, Foothooks, Top Timbers, Deck Beams, Hold Beams, Keel, Kelsons, Outside, Inside, and Inches.

Size of Bolts in Fastenings.

Copper.

Copper.

Iron.

Table with columns for Copper, Copper, and Iron, listing items like Heel-Knee, Scarphs of Keel, Floor Timber Bolts, etc.

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is... The Space between the Top-timbers is... The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of...

Her Floors and first Foothooks are composed of British Oak Timber. Her other Foothooks and Top Timbers of British Oak. Her Shifts of the first and second Foothooks are not less than... N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are... The Frame is squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is... The alternate Frames are bolted together. The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place. The Frame is chocked with Butt at each end of the chock. The Main Kelson is composed of British Oak and the False Kelson of... The Scarphs of the Kelsons are not less than three feet six inches. The Deck and Hold Beams are composed of British Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of... From the first Foothook Heads to the Light Water Mark of... From the Light Water Mark to the Wales of British Oak. The Wales and Black-strakes are of British Oak. The Topsides of British Oak. The Sheer-strakes of British Oak. The Gunwales of British Oak. Water-ways of British Oak. The Shifts of the Planking are not less than... Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. Decks Redpine and good. The Planking is wrought between.

Planking Inside.—The Clamps are composed of British Oak the Stringers of... The Bilge Planks of British Oak and the remainder of the Ceiling of British Oak.

Fastenings.—To Hold Beams Deck Beams Double lined Br oak with five iron and one wooden hanging knees on each side. Number of Breasthooks Three Pointers Crutches. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling partially bolted through and clenched. General Quality of Workmanship good.

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

Builder's Name

Surveyor's Name



Lloyd's Register Foundation

LRF-PUN-CFF83-0150-R

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	80 75	Chain .....	7/8 3/4	2 Bower,
3	Fore Top Sails,	70	Hempen Stream Cable.....	5/4	1 Stream,
-	Fore Topmast Stay Sails,	70	Hawser .....	4	3 Kedge,
2	Main Sails,	90	Towlines .....	2 3/4	All of proper weight.
-	Main Top Sails,		Warp .....		
and sufficient othersails		All of <u>good</u> quality.			

Her Standing and Running Rigging is quite sufficient in size and good in quality.

She has a good Long Boat and \_\_\_\_\_

The present state of the Windlass is good. Capstan \_\_\_\_\_ and Rudder good

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

This vessel was well caulked all over at Ipswich in Oct. 1838

in Feb 1839 in consequence of damage received had new Planks heers Water ways & some Stanchions. is now in a state of good and efficient repair and fit to carry dry and perishable cargoes. A Certificate is requested to be sent addressed John Cobbold Esq. Ipswich & for which I have rec<sup>d</sup> 5/-

Chas Graham Esq, White Lion Quay, Cornhill London  
No 2 White Lion Quay  
1839



If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And \_\_\_\_\_ of opinion this Vessel should be Classed A, 1.

The Amount of the Fee.....£ : 10 : 6 is received by me, John Henry Riches.

Committee Minute 20th March 1839

Character assigned A, 1

*[Handwritten signatures]*

