

No. 195 Survey held at Cardiff Date March 12 18 40 195
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

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

Scantlings of Timber.				Thickness of Plank.			
Timber and Space.....	each	Inches	Inches Middle Ends	Outside.	Inches.	Inside.	Inches.
Floors.....	sided	<u>8</u> <u>9</u>	Moulded <u>9</u>	Keel to Bilge		Foot Waling.....	<u>2</u> <u>1</u> <u>4</u>
1 st Foothooks.....	"	"	"	Bilge Planks		Bilge Planks	<u>3</u>
2 nd Ditto.....	"	"	"	Bilge to Wales		Ceiling in Flat	<u>2</u>
3 rd Ditto.....	"	"	"	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	"	"	"	Topsides	<u>2</u>	Hold Beam Clamps	
Deck Beams Number of <u>Eleven</u>	"	<u>8</u>	" <u>8</u> <u>6</u>	Sheer Strakes	<u>2</u> <u>1</u> <u>2</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams No. <u>Do.</u>	"	"	"	Plank Sheers.....	<u>2</u>	Ceiling 'twixt Decks	
Keel	"	"	"	Water-ways	<u>4</u> <u>1</u> <u>2</u>	Hold Beam Shelves	
Kelsons	"	<u>9</u>	" <u>9</u> <u>1</u> <u>2</u>	Upper Deck	<u>2</u> <u>1</u> <u>2</u>	Deck Beam ditto	

Copper.	Inches.	Size of Bolts in Fastenings.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling.....			Hold Beam.....	
Scarphs of Keel..... N ^o .		Butt End Bolts			Deck Beam	
Floor Timber Bolts.....		Lower Pintle of the Rudder				
Kelson ditto.....						
Transoms and throats of Hooks						
Arms of Hooks					same in Iron above the Copper	

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

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 kneed 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.

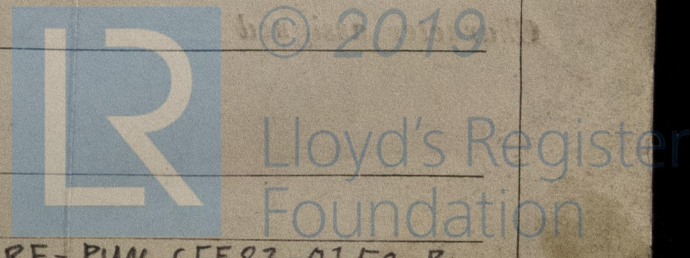
Bilge and Footwaling partially bolted through and clenched.

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 _____



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 ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	80	Chain	7/8	2	Bower,
3	Fore Top Sails,	75	Hempen Stream Cable.....	3/4	1	Stream,
-	Fore Topmast Stay Sails,	70	Hawser	5/4	3	Kedge,
2	Main Sails,	90	Towlines	4	All of proper weight.	
-	Main Top Sails,		Warp	2 3/4		
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^d 5/-

Chas Graham Esq. 2, White Lion Court, Cornhill London
1840
17th Feb 1840

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 1840

Character assigned A. 1.



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