

No. 1500 Survey held at Dumbarton Date 17<sup>th</sup> Aug<sup>r</sup> Rec 12 Sept 1560  
 on the smack "Mary Ann Henderson" Master Duncan Smith 1844  
 Tonnage 58<sup>00</sup> Gm. 42<sup>00</sup> Rm. Built at Dumbarton When built 14<sup>th</sup> August 1844  
 By whom built Arch<sup>d</sup> M. Millan Son Owners Sector Henderson  
 Port belonging to Glasgow Destined Voyage Clyde Coaster  
 If Surveyed Afloat or in Dry Dock On Stocks

|  |                              |                               |                                       |                                 |                 |                 |                               |                 |                |
|--|------------------------------|-------------------------------|---------------------------------------|---------------------------------|-----------------|-----------------|-------------------------------|-----------------|----------------|
| Length aloft                                   | 48                           | $\frac{5}{10}$                | Extreme Breadth                       | Amidships                       | 15              | $\frac{1}{10}$  | Depth of Hold                 | 7               | $\frac{4}{10}$ |
| <b>Scantlings of Timber.</b>                   |                              |                               | <b>Thickness of Plank.</b>            |                                 |                 |                 |                               |                 |                |
| Timber and Space                               | each                         | 19                            | Inches. Middle                        | Inches. Ends                    | <b>Outside.</b> | Inches.         | <b>Inside.</b>                | Inches.         |                |
| Floors   | sided                        | $\frac{7}{8}$ 8               | Moulded                               | 8                               | Keel to Bilge   | 2               | Foot Waling                   | 2               |                |
| 1 <sup>st</sup> Foothooks                      | "                            | 7                             | "                                     | 6 $\frac{1}{2}$                 | Bilge Planks    | 3               | Bilge Planks                  | 2 $\frac{1}{2}$ |                |
| 2 <sup>nd</sup> Ditto                          | "                            | 6 $\frac{1}{2}$               | "                                     | 6                               | Bilge to Wales  | 2 $\frac{1}{2}$ | Ceiling in Flat               | 2               |                |
| 3 <sup>rd</sup> Ditto                          | "                            | 6                             | "                                     | 5                               | Wales           | 2 $\frac{3}{4}$ | Ditto Bilge to Clamp          | 2               |                |
| Top Timbers                                    | "                            | 6                             | "                                     | 5 4                             | Topsides        | 1 $\frac{3}{4}$ | Hold Beam Clamps              | -               |                |
| Deck Beams                                     | N <sup>o</sup> . of          | 12                            | "                                     | 7 $\frac{1}{2}$ 4 $\frac{1}{2}$ | Sheer Strakes   | 2 $\frac{1}{2}$ | Deck Beam Ditto               | 2 $\frac{1}{2}$ |                |
| Hold Beams                                     | N <sup>o</sup> . of          | -                             | "                                     | -                               | Plank Sheers    | 2               | Ceiling 'twixt Decks          | -               |                |
| Keel   | "                            | 10 $\frac{1}{2}$              | "                                     | 12                              | Water-Ways      | 4               | Hold Beam Shelves             | -               |                |
| Kelsons  | "                            | 10                            | "                                     | 10                              | Upper Deck      | 2               | Deck Beam Ditto               | 3x 12           |                |
| Deck Beam Spaces 2 $\frac{1}{2}$ 10 to 5 feet. |                              |                               | <b>Size of Bolts in Fastenings.</b>   |                                 |                 | <b>Iron.</b>    |                               |                 |                |
| <b>Copper.</b>                                 |                              |                               | <b>Copper.</b>                        |                                 |                 | <b>Iron.</b>    |                               |                 |                |
| Heel-Knee, and Dead Wood abaft                 | "                            | $\frac{7}{8}$                 | Bolts thro' the Bilge and Foot Waling |                                 |                 | $\frac{5}{8}$   | Hold Beam                     | -               |                |
| Scarphs of Keel                                | N <sup>o</sup> in one length | -                             | Butt End Bolts                        |                                 |                 | $\frac{1}{2}$   | Deck Beam                     | $\frac{5}{8}$   |                |
| Floor Timber Bolts                             | "                            | $\frac{7}{8}$                 | Lower Pintle of the Rudder            |                                 |                 | 2               | same in Iron above the Copper |                 |                |
| Kelson ditto                                   | "                            | $\frac{7}{8}$                 |                                       |                                 |                 |                 |                               |                 |                |
| Transoms and throats of Hooks                  | "                            | $\frac{7}{8}$ 3 $\frac{1}{4}$ |                                       |                                 |                 |                 |                               |                 |                |
| Arms of Hooks                                  | "                            | $\frac{3}{4}$ 4 $\frac{1}{8}$ |                                       |                                 |                 |                 |                               |                 |                |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 to 3 $\frac{1}{2}$  Inches. The Space between the Top-timbers is 2 to 5 Inches. The Stem, Stern Post, are composed of British & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British African Oak and are free from all defects. The Floors and first Foothooks are composed of British Oak Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 2 $\frac{1}{2}$  to 3 feet 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 free from sap, and from thence downwards, the frame is all very fairly squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than  $\frac{1}{3}$  to  $\frac{1}{5}$  of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. Cross chocks, full Butts & Scarphs. The Main Kelson is composed of American Oak and the False Kelson of —. The Scarphs of the Kelsons are not less than — feet — inches. in one length. The Deck and Hold Beams are composed of Quebec and British Oak.

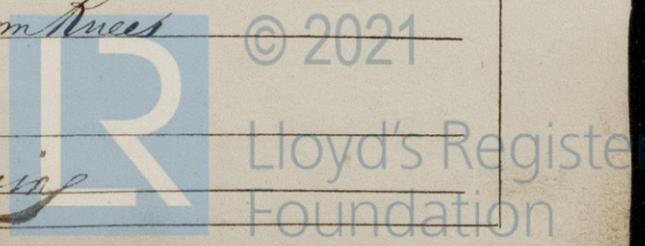
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Elm. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of American Oak. The Topsides of American Oak. The Sheer-strakes and Plank-sheers of American Oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of new. The Shifts of the Planking are not less than 5 $\frac{1}{6}$  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 2 & 3, 3 mostly between

**Planking Inside.**—The Limber-strakes are composed of American Oak the Bilge Planks of American Oak. The Ceiling, Lower Hold, of Red Pine & Amer. Oak. Between Decks of —. Shelf Pieces of American Oak. Clamps of —.

**Fastenings.**—To Hold Beams  
 Deck Beams Double lodging knees of British Oak and stringer.  
 Number of Breasthooks two below & one above deck Pointers — Crutches —  
 Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Iron bolted through and clenched.  
 General Quality of Workmanship Good Two transom knees

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

Builder's Name —  
 Surveyor's Name John J. Thomson



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

| She has SAILS.  |          | CABLES, &c.                 |         | ANCHORS, and their weights. |         |
|---|----------|-----------------------------|---------|-----------------------------|---------|
| N <sup>o</sup> .                                      | Fathoms. |                             | Inches. | N <sup>o</sup> .            |         |
| Fore Sails,   | 120      | Chain .....                 | 7/8     | 2                           | Bower,  |
| Fore Top Sails,                                       | 70       | Hempen Stream Cable .....   | 7       | 1                           | Stream, |
| Fore Topmast Stay Sails,                              | 70       | Hawser .....                | 5       | 1                           | Kedge,  |
| Main Sails,   |          | Towlines .....              |         |                             |         |
| Main Top Sails,                                       |          | Warp .....                  |         |                             |         |
| a complete suit of new sails,<br>and with Storm Sill. |          | All of <u>good</u> quality. |         |                             |         |

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

She has one Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan Single Winch and Rudder good one cast metal pump new.

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

*Said on in April, launched 14<sup>th</sup> August 1844. Surveyed at the three prescribed periods, and at other times specially, while building. Frame all Scotch and English oak, of good quality, and very fairly squared. Built wholly in frame. Shifts of timbers good. Cross chock, fall Butts and scarps, planking and ceiling of good quality, well wrought, and shifted two and three between, three mostly. Number of Beams spars and fastenings, as described. Bilge and Butt, run through boltes, and clenched. She is well finished, and her stores and furnishings are of a good description.*

*Warrant*

If Sheathed, Doubled, Felted, or Coppered Single Bottom Iron fastened When last done \_\_\_\_\_

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

The Amount of the Fee.....£ 1: " : " is received by me,

Special .....£ 5: 5: "

*John P. Cumming*

Committee's Minute 13<sup>th</sup> Sep 1844

Character assigned A 1 for S Gun

*[Signature]*

*Certificate of classification requested.*



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