

No. 3169 Survey held at Perth Date 11/7/64 8 July 1864  
on the Schooner Mary Master R. Custer  
Tonnage Old Built at Perth When built 1864 Launched 6/7/64  
By whom built Perth Ship & Co Owners A. R. Duncan  
Port belonging to Perth Destined Voyage Baltic  
If Surveyed while Building, Afloat, or in Dry Dock Building

Length aloft		Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
		79.2						20.9						10.21			
Scantlings of Timber.		Sided,		In SHIP.		REQUIRED PER RULE.		Sided.		Moulded.		Thickness of Plank.		In SHIP.		REQUIRED PER RULE.	
				Middle.		Ends.						Outside.		In SHIP.		REQUIRED PER RULE.	
TIMBER AND SPACE		20										Limber Strakes		3 1/2		2 3/4	
Floors <i>Single</i>		7 3/4		9		9 3/4		8		8		7 1/2		6 1/2			
1 <sup>st</sup> Foothooks		7 1/2		8 1/2		8 1/2		12 1/2		7		7 1/2		6 1/2			
2 <sup>nd</sup> Ditto		6 1/2		7 3/4		7 3/4				6 1/2							
3 <sup>rd</sup> Ditto		6		7		9 1/2		4 3/4		6		9		4 1/2		2 1/2	
Top Timbers		6		7		9 1/2		4 3/4		6		9		4 1/2		2 1/2	
Deck { N <sup>o</sup> 18		Average Space { 3 F 7 3/4		7 1/2		8 1/4		8 1/4		6		7 1/4		7 1/4		6	
Beams }																	
Deck Beams, length amidships		19.4 1/2															
Hold { N <sup>o</sup> —		Average Space { —															
Beams }																	
Hold Beams, length amidships																	
Keel <i>2 pl.</i>		9 3/4		15		9		9									
Scarp of Ditto		8.3				4.3											
Keelsons		10 3/4		15		10		10									
Scarp of Ditto		5.6				4.9											

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Deadw'd abaft		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, N° 7		3/8	1/2	15	Arms of Hooks		1	1	13	Bolts in				
Keelson Bolts through Keel at each Floor		3/4	1/2	6 x 3/4	Thro' Bilge & Limber Strakes		3/4	1/2	3/4	Deck Beam				
Bolts thro' Heels of Timbers against Deadwood		3/4	1/2	13	Thickstuff over Double Floors		1/2	1/2	5/8	Bolts in				
				16	Butt End Bolts		7/8	1/2	5/8	Nails in Flat of Deck				
				16	Pintles of the Rudder		2 1/4	2	2	Treenails				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 2 1/2 Inches.  
The Floors consist of German & But Oak The First Foothooks of German & But Oak  
The Second Foothooks of But Oak The Third Foothooks and Top Timbers of But Oak  
The Shifts of the First and Second Foothooks are not less than 1 1/2 feet 3.6 5 3.9 N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are  
The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is square  
The entire Frames are each bolted together to the Gunwale, & all built in frame N. B. If not, state how bolted.  
The Butts of the Timbers are close together; their thickness not less than 1 1/2 up of the entire moulding at that place.  
The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is But Oak of Windlass is But Oak  
The Keel is Amer Elm The Main Keelson is Canada Oak and free from all defects.  
The Stem, and Stern Post of But Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of But Oak Deadwood, of But Oak and are free from all defects.  
The Deck and Hold Beams of Larch & But Oak The Breasthooks of Spruce But Oak The Knees of Spruce & But Oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A the Plank is Amer & But Elm  
or to the First Foothook Heads } Beech & Larch  
From the above named Height to the Light Water Mark }  
From the Light Water Mark to the Wales } Larch & Red Pine  
The Wales and Black-strakes are Ger Oak The Topsides & Sheer-strakes German & But Oak  
The Spirketting and Plank-sheers German Oak The Water-ways } Upper Deck Red Pine & Ger Oak  
The Decks Yellow Pine } Lower Deck  
The Shifts of the Planking are not less than 5 Feet 1 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 three between, and without step-buttting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are German & Canada Oak  
The Ceiling, Lower Hold, and between Decks Ger Oak to Bilge Red Pine Shelf Pieces and Clamps Ger Oak & Larch  
**Fastenings.**—To Hold Beams

Deck Beams Staple Lod & Iron Nails 3 spaces aft & 2 ft each side double but But Oak  
Nails & 4 pair Heavy Iron Nails Riders  
Number of Breasthooks 3 ft 2 aft & Stern But pointers 1 pair for  
Butt End Bolts are of 2 1/2 inch in the Bottom Bolts in each Butt End one through and clenched.  
Bilge and Limber Strakes 1 in bolted through and clenched. Treenails of But Oak How Made Engine turned  
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good  
We certify that the above is a correct description of the several particulars therein given  
Builder's Signature James M. Therson Manager Surveyor's Signature Thomas Alexander  
DUN165-0426



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> .	Weight.
✓	Fore Sails,		Chain .....	75	7 1/8		
/	Fore Top Sails,		<del>Hemp</del> Stream Cable .....	50	7 1/8	2	6.3.4
/	Fore Topmast Stay Sails,		Hawser .....	70	7 1/2		
/	Main Sails, <sup>b</sup> <del>Top</del> <sup>off</sup> <del>Top</del> Sails,		Towlines .....	75	5 1/2	1	2.0.21
/	Main <sup>off</sup> <del>Top</del> Sails,		Warp .....	75	4		
and other sails reg <sup>d</sup>			All of <u>Good</u> quality.	75	3 1/2	1	1.1.0

Her Standing and Running Rigging are Hemp sufficient in size and in in quality.

She has one 13 1/4 ~~Long~~ Boat and ~~and~~ 2 1/2 Rudder Good Pumps 2 Metal

The present state of the Windlass is Good ~~Capstan~~ Good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35. 1st. When the Frame is completed 14<sup>th</sup> April  
2nd. When the Beams are put in, &c. 26<sup>th</sup> April  
3rd. { When completed, and before the } 2 June  
      { plank be painted or payed }

This vessel has a very superior frame of timber & the other materials of good quality.

Is flush deck'd with square stem formed without transoms the stem & Counter timbers filling in against after Cant. planking well run out on these & the whole embraced by Hooks beams &c &c  
specially surveyed while building under order No 131.

Having during the month of June spoken to the Builders in reference to the testing of the Chains & anchors for this vessel & that if she was launched on or after the 1<sup>st</sup> July that there would require to be done at a public machine - they immediately wrote the firm from whom they had been ordered the enclosed letter being their reply.

Present condition of Caulking of Bottom, efficient Deck, firm and Waterways firm

If Sheathed, Doubled, Felted, or Coppered single bottom When last done in

I am of opinion this Vessel should be Classed SA1

The Amount of the Fee.....£ 2 : - : - is received by me, Thomas Alexander

Special .....£ 5 : 1 : -

Certificate .....£ : : -

Committee's Minute 12 July 1864

Character assigned SA1 for 8 years



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