

No. 2527 Survey held at Hull Date December 19<sup>th</sup> 1853  
 on the Schooner "Mark. Pease" Master George Drury  
 Tonnage 119 Built at Goole When built December 1853  
 By whom built Mark Pearson Owners George Drury & Co  
 Port belonging to Goole Destined Voyage London  
 If Surveyed Afloat or in Dry Dock at the three stages of progress of the work while building

Length aloft	Feet. <u>71</u> Inches. <u>7 10</u>	Extreme Breadth	Feet. <u>16</u> Inches. <u>7 10</u>	Depth of Hold	Feet. <u>9</u> Inches. <u>2 10</u>
<b>Scantlings of Timber.</b>					
Room and Space	Inches. <u>23</u>	Inches. Middle Ends	<b>Thickness of Plank.</b>		
Floors.....sided	<u>9</u>	Moulded <u>9 8 1/2</u>	<b>Outside.</b>		<b>Inside.</b>
1 <sup>st</sup> Foothooks.....	<u>8 1/2</u>	" <u>8 1/2 8</u>	Keel to Bilge	<u>3</u>	Limber Strakes
2 <sup>nd</sup> Ditto.....	<u>7 1/2</u>	" <u>8 6 1/2</u>	Bilge Planks	<u>3 1/2</u>	Bilge Planks
3 <sup>rd</sup> Ditto.....	<u>7 1/2</u>	" <u>6</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat
Top Timbers	<u>7 1/2 10 1/2</u>	" <u>5 4 1/2</u>	Wales	<u>3 1/2</u>	Ditto Bilge to Clamp
Deck Beams N <sup>o</sup> <u>14</u> Average Space } <u>4 feet</u>	<u>8 1/2</u>	" <u>8 5</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps
Hold Beams N <sup>o</sup> Average Space }	<u>8 1/2</u>	" <u>8 5</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto
Keel	<u>10</u>	" <u>10</u>	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks
Kelsons	<u>12</u>	" <u>13</u>	Water-Ways	<u>5</u>	Hold Beam Shelves
			Upper Deck	<u>2 1/2</u>	Deck Beam Ditto

<b>Copper or Iron.</b>		<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	<u>Iron</u>	Bolts thro' the Bilge and Limber Strakes	<u>5/8</u>	Hold Beam	<u>Iron</u>
Scarphs of Keel.....N <sup>o</sup> <u>Iron</u>	<u>5/8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>5/8</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>1 1/4</u>		
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>3/4</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 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 — free from all defects.

The Floors and first Foothooks are composed of 5" 8" Timber.  
 The other Foothooks and Top Timbers of 5" 8"

The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 6 inches

The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is Squared

The alternate Frames are — bolted together.  N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is part chocked with — Butt at each end of the chock, and part square at Floor heads, 8 ft timbers scarphed

The Main Kelson is composed of English Oak and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of 2 1/2" 2 1/2"

The Wales and Black-strakes are of English Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of 5" 8" The Water-ways of 5" 8"

The Decks of 1 1/2" Pine State of Good

The Shifts of the Planking are not less than 4 1/2 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 Three between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of None Clamps of 5" 5"

**Fastenings.**—To Hold Beams None

Deck Beams Double wood Lodging Timbers, And seven pair of Iron diagonal bracing

Number of Breasthooks Four forward & 3 aft Pointers None Crutches None

Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes one bolted through and clenched. Treennails of English Oak

General Quality of Workmanship Good

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

Builder's Signature Mark Pearson Surveyor's Signature Henry Adams



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> .	#	#
<i>One</i>	Fore Sails,	<i>150</i>	Chain .....	<i>15/16</i>	<i>Two</i>	Bower,	<i>5.2.18</i>
	Fore Top Sails,	<i>60</i>	<i>8" marring</i>	<i>5/8</i>		Stream,	<i>5.2.15</i>
<i>full</i>	Fore Topmast Stay Sails,	<i>50</i>	Hempen Stream Cable .....	<i>6</i>	<i>One</i>		
<i>suit</i>	Main Sails,	<i>60</i>	Hawser .....	<i>4 1/2</i>	<i>Two</i>	Kedge,	<i>1.3.21</i>
	Main Top Sails,	<i>60</i>	Towlines .....	<i>3 1/2</i>			<i>0.2.25</i>
and			Warp .....	<i>2 1/2</i>			
			All of <u>good</u> quality.				

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

She has One Long Boat and

The present state of the Windlas is Good Capstan Wreck and Rudder Good Pumps For good

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

*Every third set of the frame timbers are bolted together;  
The American Elm plank outside is worked up in light form  
the bottom of the hull forward 3 feet 8 ins, and left 4 feet 6 ins*

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed Years A1

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

See Special .....£ 4 : 4 :

Certificate (if required) .....£ 2 : 6 :

Committee's Minute 30th Dec 1853

Character assigned 1 for 1