

No. 2091. Survey held at Liverpool Date January 8 18 38
on the Barge "Mary" Master John Walker
Tonnage 282 Built at Malta When built 1828 August
By whom built Lorenz German Owners John Rowlet
Port belonging to Malta Destined Voyage Mediterranean
If Surveyed Afloat or in Dry Dock Afloat

Length aloft.....97^{Feet.}2^{Inches.} Extreme Breadth25^{Feet.}6^{Inches.} Depth of Hold19^{Feet.}1^{Inches.}

Scantlings of Timber.

Timber and Space	each	Inches	Moulded	Inches	Ends
Floors.....	sided				
1 st Foothooks.....	"	<u>7 1/2</u>	"	<u>7 1/2</u>	
2 nd Ditto.....	"	<u>7 1/2</u>	"	<u>7 1/2</u>	
3 rd Ditto.....	"	<u>7 1/2</u>	"	<u>7 1/2</u>	
Top Timbers.....	"	<u>6 1/2</u>	"	<u>6 1/2</u>	
Deck Beams.....	Number of	<u>8 1/2</u>	"	<u>9</u>	
Hold Beams.....	Do Do	<u>10 1/2</u>	"	<u>10</u>	
Keel.....	"	<u>10 1/2</u>	"	<u>10</u>	
Kelsons.....	<u>Sam. Ballast by the side</u>	"	"	"	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	<u>4 1/2</u>
Bilge to Wales.....	<u>3 1/2</u>	Ceiling in Flat.....	<u>3</u>
Wales.....	<u>5</u>	Ditto Bilge to Clamp.....	<u>3</u>
Topsides.....	<u>3</u>	Hold Beam Clamps.....	<u>4 1/2</u>
Sheer Strakes.....	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways.....	<u>10</u>	Hold Beam Shelves.....	<u>5</u> x <u>12</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>5</u> x <u>11</u>

Size of Bolts in Fastenings.

Copper.	Inches.	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 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Admiralty oak and are _____ free from all defects.

Her Floors and first Foothooks are composed of Oak Timber.
Her other Foothooks and Top Timbers of 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 well squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is the same when seen
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 Oak and the False Kelson of _____
The Scarphs of the Kelsons are not less than _____ feet _____ inches.
The Deck and Hold Beams are composed of Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Oak
From the first Foothook Heads to the Light Water Mark of Oak
From the Light Water Mark to the Wales of O
The Wales and Black-strakes are of O
The Topsides of O
The Sheer-strakes of Oak Decks, and state of, good of Salmation Pine
The Gunwales of Oak Water-ways of Oak
The Shifts of the Planking are not less than 5 Feet — 1 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.
The Planking is wrought two between, the Stringers of Oak

Planking Inside.—The Clamps are composed of Oak and the remainder of the Ceiling of Oak except the tween decks
The Bilge Planks of Oak

Fastenings.—To Hold Beams Stinger above and double wood holding knees
Deck Beams Double wood holding knees. Stinger below & an iron staple underneath every beam
Number of Breasthooks five Pointers _____ Crutches _____
Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Footwaling Copper 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 W. Bayley

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,	110 1/2	Chain	1 1/2	3	Bower, 0
2	Fore Top Sails,	90	Hempen Stream Cable	9	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser	5 1/2	1	Kedge,
2	Main Sails,		Towlines			All of proper weight.
2	Main Top Sails,	90	Warp	3 1/2		
and is well furnished with sails			All of <u>good</u> quality.			

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

She has one Long Boat and two others

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

Rigging all new in 1835. Overhauled in 1837

This vessel was built at Malta under the superintendence of a Foreman sent out by Mr Milchrest of this Port and by a draught and Specification furnished by that Gentleman. She is built entirely of Adriatic Oak. both timber and plank with the exception of the plank in the tween decks which is of Dalmatian Pine—sound & good

She is in good and efficient Repair fit to carry a dry and perishable cargo to and from all parts of the world in safety

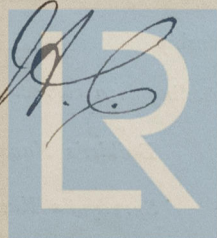
If Sheathed, Doubled, or Felted, Coppered the Waler on felt at Liverpool Jan^y 1836
and Date when last done Jan^y 1836

And we are of opinion this Vessel should be Classed 10 A 1

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

Committee Minute 12 Jan^y 1836

Character assigned A 1 for 10 Years



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