

No. 2091 Survey held at Liverpool Date January 8 1838 2091  
 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..... 

Feet.	Inches.
97	2

 Extreme Breadth ..... 

Feet.	Inches.
25	6

 Depth of Hold ..... 

Feet.	Inches.
17	

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches. Middle.	Inches. Ends.	Outside.	Inches.	Inside.	Inches.
Timber and Space <u>not seen</u> ..... each				Keel to Bilge .....		Foot Waling.....	
Floors..... sided		Moulded		Bilge Planks.....		Bilge Planks.....	4 1/2
1st Foothooks.....				Bilge to Wales.....	3 1/2	Ceiling in Flat.....	3
2nd Ditto.....	7 1/2		7 1/2	Wales.....	5	Ditto Bilge to Clamp.....	3
3rd Ditto.....				Topsides.....	3	Hold Beam Clamps.....	4 1/2
Top Timbers.....				Sheer Strakes.....	3 1/2	Deck Beam Ditto.....	3 1/2
Deck Beams..... Number of.....	6 1/2		6 1/2	Plank Sheers.....	3	Ceiling 'twixt Decks.....	2 1/2
Hold Beams..... Do Do.....	8 1/2		9	Water-ways.....	10	Hold Beam Shelves.....	5 x 12
Keel.....	10 1/2		10	Upper Deck.....	3	Deck Beam ditto.....	5 x 11
Kelsons <u>Iron Ballast by the side</u> .....							

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

**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 Dalmatian Pine  
 The Gunwales of Oak Water-ways of Oak  
 The Shifts of the Planking are not less than 5 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.  
 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

**Fastenings.**—To Hold Beams stringer above and double wood bolting knees  
 Deck Beams Double wood bolting knees stringer below & an iron staple transverse 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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	110/115	Chain .....	1 1/2	3 Bower,
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 other 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 superintendance of a Foreman sent out by Mr Melchrest 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 in felt at Liverpool June 1836  
and Date when last done Jan 23 1836

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

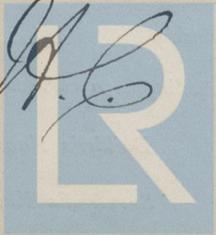
The Amount of the Fee.....£ 1 is received by me,

*W. Bayley*  
*M. M. M. M. M.*

Committee Minute 12 Aug 1835

Character assigned A 1 for 10 Years

*U. G.*



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*History of Malta*