

No. 2669 Survey held at Liverpool Date Feb 11 1839  
 on the Barge "Mary Ann" Master D Stevenson  
 Tonnage old 310 Built at St Johns New Brunswick When built October 1838  
new 316 By whom built Wishart Owners W Wilson and Co  
 Port belonging to Irvine Destined Voyage Hobart Town and Sydney  
 If Surveyed Afloat or in Dry Dock In dry dock

Length aloft.....97 Feet. 11 Inches. Extreme Breadth .....16 Feet. 0 Inches. Depth of Hold .....16 Feet. 0 Inches.

Scantlings of Timber.				Thickness of Plank.			
		Inches.		Outside.		Inches.	Inside.
Timber and Space.....	each	<u>26</u>		Keel to Bilge .....	<u>4</u>	Foot Waling.....	<u>4</u>
Floors.....	sided	<u>11/2</u>	Moulded <u>13</u>	Bilge Planks .....	<u>5</u>	Bilge Planks.....	<u>3. Sh. 5</u>
1 <sup>st</sup> Foothooks.....	"	<u>11</u>	"	Bilge to Wales .....	<u>4</u>	Ceiling in Flat .....	<u>3</u>
2 <sup>nd</sup> Ditto.....	"	<u>11</u>	"	Wales .....	<u>6</u>	Ditto Bilge to Clamp .....	<u>5</u>
3 <sup>rd</sup> Ditto.....	"	<u>11</u>	"	Topsides .....	<u>3</u>	Hold Beam Clamps .....	
Top Timbers .....	"	<u>10</u>	"	Sheer Strakes .....	<u>4</u>	Deck Beam Ditto.....	<u>4 1/2</u>
Deck Beams.....	Number of	<u>10 1/2</u>	"	Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks .....	<u>3</u>
Hold Beams.....	Do. do.	<u>12</u>	"	Water-ways .....	<u>6</u>	Hold Beam Shelves .....	<u>8 x 10</u>
Keel .....	"	<u>13</u>	"	Upper Deck .....	<u>3</u>	Deck Beam ditto .....	<u>7 1/2 x 9</u>
Kelsons .....	"	<u>13</u>	"				

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 <sup>o</sup> .		Butt End Bolts .....			Deck Beam .....		
Floor Timber Bolts.....			Lower Pintle of the Rudder .....	<u>3</u>				
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 2 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of BB Spruce and Pine and are free from all defects.  
 Her Floors and first Foothooks are composed of BB Timber.  
 Her other Foothooks and Top Timbers of Spruce and Pine  
 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                      squared from the first Foothook Heads upwards, and                      free from sap, and from thence downwards, the frame is                       
 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 Yellow Pine and the False Kelson of Yellow Pine & BB.  
 The Scarphs of the Kelsons are not less than 6 feet                      inches.  
 The Deck and Hold Beams are composed of Spruce & Pine

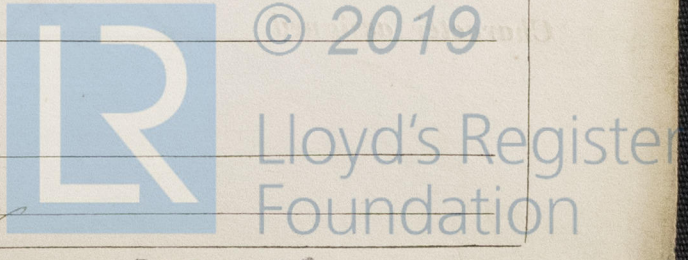
**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of BB  
 From the first Foothook Heads to the Light Water Mark of BB Spruce and Pine  
 From the Light Water Mark to the Wales of Spruce & Pine  
 The Wales and Black-strakes are of Spruce  
 The Topsides of Do Do  
 The Sheer-strakes of Spruce Decks, and state of, Yellow Pine and good  
 The Gunwales of Do Water-ways of Spruce  
 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.

**Planking Inside.**—The Clamps are composed of Pine The Planking is wrought three between. the Stringers of Pine  
 The Bilge Planks of BB and the remainder of the Ceiling of Spruce & Pine

**Fastenings.**—To Hold Beams Stringer above and below Double wood hogging knees and  
 Deck Beams Stringer double wood hogging knees and 5 Pair of Sam Staple standard  
 Number of Breasthooks five Pointers two Crutches one in lower transom  
 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Copper wire 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,	200	Chain .....	1 1/4	3	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable.....	8	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	6 1/2	1	Kedge,
1	Main Sails,	90	Towlines .....	5 1/2		All of proper weight.
2	Main Top Sails,		Warp .....			
and is well found			All of <u>good</u> quality.			

Her Standing and Running Rigging is clean 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.**

At the present time has been fastened in conformity with the Rule Page 17 Section 52 viz. with 5 Pair of Iron staple Standards fitted in the tween decks and six pair of Iron diagonal hanging knees with Riders attached taking two bolts through the floor beams Has been caulked from keel to gunwale and coppered on Mr. Arthur's Felt to the Wales

No 27869. Marguerite Winery 1839

If Sheathed, Doubled, or Felted, Coppered on Felt to Wales  
and Date when last done Feb 7 1839.

And I am of opinion this Vessel should be Classed 4 A 1

The Amount of the Fee.....£ 4 : 4 : - is received by me, W. J. Scholes

Committee Minute 12 Feb 1839

Character assigned 4 A 1

