

Request for Special Survey
 No. 1104 Survey held at Liverpool Date Nov 12 1852
 on the Ship Maria Moore Master A. Sweedie
 Tonnage Old 901^{50/4} Built at Liverpool When built 1852
 By whom built Cato Miller & Co Owners Chas Moore & Co
 Port belonging to Liverpool Destined Voyage New South Wales
 If Surveyed while Building, Afloat, or in Dry Dock Whilst building

Length aloft	Feet. Inches. <u>165</u>	Extreme Breadth	Feet. Inches. <u>34</u>	Depth of Hold	Feet. Inches. <u>23</u>
Scantlings of Timber.					
Room and Space	Inches. <u>30 1/2</u>	Inches. Middle Ends		Thickness of Plank.	
Floors	sided <u>14 1/2</u> Moulded	<u>16</u>		Outside.	Inside.
1st Foothooks	" <u>12 3/4</u>	" <u>14 1/2</u>		Keel to Bilge	Limber Strakes
2nd Ditto	" <u>11 3/4</u>	" <u>11 1/2</u>		Bilge Planks	Bilge Planks
3rd Ditto	" <u>10 3/4</u>	" <u>10 1/2</u>		Bilge to Wales	Ceiling in Flat
Top Timbers	" <u>10</u>	" <u>9</u>		Wales	Ditto Bilge to Clamp
Deck Beams No <u>31</u>	Average Space <u>4.7</u>	" <u>11</u>		Short Hoods	Hold Beam Clamps
Hold Beams No <u>26</u>	Average Space <u>4.6</u>	" <u>14 1/2</u>		Topsides	Deck Beam Ditto
Keel	" <u>15 1/2</u>	" <u>18</u>		Sheer Strakes	Ceiling 'twixt Decks
Keelsons	" <u>17 1/2</u>	" <u>17 1/4</u>		Plank Sheers	Hold Beam Shelves
Scarpes of Ditto	" <u>4 1/2</u>	" <u>9 1/2</u>		Water-Ways	Deck Beam Ditto
				Upper Deck	

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Heel-Knee, and Deadwood abaft	Copper Inches. <u>1 3/8</u>	Iron Inches.	Transoms and throats of Hooks	Copper Inches. <u>1 3/8</u>	Iron Inches.	Lower Pintle of the Rudder	Copper Inches. <u>3 3/4</u>	Iron Inches.
Scarpes of Keel.....No.	<u>1 3/8</u>		Arms of Hooks	<u>1 1/4</u>		Hold Beam	<u>1 1/4</u>	
Floor Timber Bolts	<u>1 3/8</u>		Bolts thro' Bilge & Limber Strakes	<u>1</u>		Deck Beam	<u>1 1/8</u>	
Kelson ditto	<u>1 3/8</u>		Butt End Bolts	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 1/4 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 5 1/2 ⁱⁿ N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are in proportion The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is good

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 7/8 of the entire moulding at that place. The Frame is not chocked with a Butt at each end of the chock. or Square Butts & Branded The Main Keelson is Greenheart & Mora and free from all defects. The False Keelson is Greenheart The Deck Beams consist of East India Teak The Hold Beams of Greenheart & Teak The Knees of English Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Am & Black Oak From the above named Height to the Light Water Mark East India Teak Greenheart & English Oak From the Light Water Mark to the Wales East India Teak Greenheart & English Oak The Wales and Black-strakes are East India Teak Greenheart & Oak The Topsides East India Teak The Sheer-strakes East India Teak and Plank-sheers East India Teak The Water-ways East India Teak & Oak The Decks Yellow Pine State of good The Shifts of the Planking are not less than 5 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 Shiva between

Planking Inside.—The Limber-strakes are Greenheart the Bilge Planks Greenheart & East India Teak The Ceiling, Lower Hold, Greenheart & East India Teak Between Decks East India Teak Shelf Pieces Greenheart & East India Teak Clamps Greenheart & East India Teak

Fastenings.—To Hold Beams Wood & Iron Rods girths Woods 25 ft to 14 ft girths Woods are attached together with the staple transoms, below Woods Deck Beams Wood & Iron Rods girths Woods 18 ft to 12 ft girths Woods

Number of Breasthooks Five Pointers 2 pair Crutches Two Butts End Bolts are of Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Metal bolted through and clenched. Treenails of Woods How Made Woods General Quality of Workmanship Very good

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

Builder's Signature

Surveyor's Signature Wm. G. W. Wm.

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .			Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails, <i>2 full sets</i>	Chain <i>Tested</i>	300	1 3/4	Bower,	3	33 00 <i>Wood</i>
	Fore Top Sails,	<i>Chain Stream</i>	60	1			39 00 <i>Iron</i>
	Fore Topmast Stay Sails,	Hempen Stream Cable			Stream,	1	34 00
	Main Sails,	Hawser	90	10 1/2			15 00
	Main Top Sails,	Towlines	90	7 1/2			
	and	Warp	90	5 1/2	Kedge,	1	
		All of <u>good</u> quality.					

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

She has One Long Boat and Four others

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

General Remarks—Statement and Date of Repairs.

The whole of the Boats through the outside planks & the flat of the upper deck are of yellow metal to the entire exclusion of iron bolts in accordance with the rule for the 13 years grade & the material & workman ship are of the best description

If Sheathed, Doubled, Felted, or Coppered Yellow metal or paper When last done present time

I am of opinion this Vessel should be Classed 13 # 1

The Amount of the Fee.....£ 5 : - - is received by me,

Special£ 45 : 1 : -

Certificate (if required)£ * : 10 : -

Committee's Minute 23rd Nov^r 1852

Character assigned 13 # 1



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