

No. 18657 Survey held at Port of Chester Date 26 September to March 1<sup>st</sup> 1864  
on the Schooner Mary Caroline Master James E. Spack  
Tonnage Old Built at Connaught Quay When built 1864 Launched 24 Feb 63  
By whom built Ferguson & Co Owners Hancock & Co  
Port belonging to Chester Destined Voyage Coasting  
Is Surveyed while Building, Afloat, or in Dry Dock On the Block and afloat

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Sided.	Moulded.	Sided.	Moulded.		Sided.	Moulded.	Sided.	Moulded.		Sided.	Moulded.	Sided.	Moulded.
Length aloft	75				20					9				
<b>Scantlings of Timber.</b>														
<b>Outside.</b>														
Garboard Strakes ..	2 1/2	2												
Garboard to Bilge ..	2 1/2	2												
Bilge Planks .....	4 1/2	2												
Bilge to Wales ....	2 1/2	2												
Wales .....	4	3												
Topsides .....	2 1/2	2 1/4												
Sheer Strakes .....	3	2 1/4												
Plank Sheers .....	2 1/2	2 1/4												
Water-Upper Deck	6 1/2	3 1/2												
Ways Lower Deck	none													
Ditto, faying surface against Timbers ..	4	"												
Upper Deck .....	2 1/2	2 1/2												
<b>Inside.</b>														
Limber Strakes ....	3 1/2	2 1/2												
Bilge Planks .....	4	2 1/2												
Ceiling in Flat ....	2 1/2	1 1/2												
Ditto Bilge to Clamp	2 1/4	1 1/2												
Hold Beam Clamps ..	—	—												
Deck Beam Ditto ..	3 1/4	2 1/4												
Ceiling 'twixt Decks	—	—												
Hold Beam Shelves ..	—	—												
Deck Beam Ditto ..	—	—												

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.														
Copper or Iron in Ship.			Inches required per Rule.			Copper or Iron in Ship.			Inches required per Rule.			Copper or Iron in Ship.		
Heel-Knee, and Deadwood abaft	1	14/16				Transoms and throats of Hooks ..	1	12/16				Hold Beam Bolts in	Waterway ..	—
Scarp of Keel.....N°. 12	3/4	11/16				Arms of Hooks .....	7/8	11/16					Knees .....	—
Keelson Bolts through Keel at each Floor .....	7/8	12/16				Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/4	9/16				Deck Beam Bolts in	Waterway ..	—
Bolts through Heels of Timbers against Deadwood .....	3/4	10/16				Butt End Bolts .....	5/8	9/16					Knees .....	3/4 10/16
						Pintles of the Rudder .....	2	17/8					Shelf or Clamp	—
												Nails or Bolts in Flat of Deck	.....	1 1/8
												Treenails .....	Inches	1 1/8

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 1 Inches. The Space between the Top-Timbers is 3 Inches.  
The Floors consist of English oak The First Foothooks of English oak  
The Second Foothooks of English oak The Third Foothooks and Top Timbers of English oak  
The Shifts of the First and Second Foothooks are not less than 3 feet 9 in N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are 4 @ 5 feet  
The Frame is well squared from the First Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is well squared

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 3 of the entire moulding at that place.  
The Frame is partly chocked with 2 Butt at each end of the chock. The Main piece of Rudder is English oak  
The Main Keelson is Greenheart and all free from all defects. The Main piece of Windlass is English oak  
The Stem, and Stern Post, consist of English oak The Transoms, Aprons, Knight Heads, and  
Hawse Timbers of English oak Deadwood, of English oak and are all free from all defects.  
The Deck and Hold Beams consist of English oak The Breasthooks of English oak The Knees of English oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is Rock Elm  
From the above named Height to the Light Water Mark English oak  
From the Light Water Mark to the Wales English oak  
The Wales and Black-strakes are English oak The Topsides English oak  
The Sheer-strakes and Plank-sheers English oak The Water-ways { Upper Deck English oak  
Lower Deck none  
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 thru-strakes between, and without step-butting  
**Planking Inside.**—The Limber-strakes and Bilge-strakes are Quiber white oak  
The Ceiling, Lower Hold, and between Decks Quiber white oak Shelf Pieces and Clamps Quiber white oak  
**Fastenings.**—To Hold Beams no hold beams

Deck Beams Double wood lodging knees and 4 Pairs of knee riders which extend down beyond the bulwarks  
Number of Breasthooks three Pointers — Crutches 3 Hooks round stern  
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched one short bolt  
Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English oak How Made turned  
Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship good  
We certify that the above is a correct description of the several particulars therein given  
Builder's Signature Ferguson & Co Surveyor's Signature —



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
No.				Fathoms. Inches.		No.	Weight.
3	Fore Sails,		Chain .....	120 7/8 + 13/16	Bower, .....	2	5-0-0
1	Fore Top Sails,		Hempen Stream Cable .....	90 6			4-1-24
1	Fore Topmast Stay Sails,		Hawser .....	90 4	Stream, .....	1	1-2-26
1	Main Sails,		Towlines .....				
1	Main Top Sails,		Warp .....	90 3	Kedge, .....	1	1-0-0
1	and 10' x 12' galleon sail		All of <u>good</u> quality.				
1	and 1 square sail						

Her Standing and Running Rigging well fitted and sufficient in size and good in quality.

She has one Long Boat and

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

### General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed

2nd. When the Beams are put in, &c. Frequently while Building

3rd. { When completed, and before the }  
plank be painted or payed }

Materials sound and good the vessel is well fastened  
and the workmanship good  
Has 60 fathoms 7/8 chain Proved to 9 tons Unstudded close  
" 60 do 13/16 do Proved to 7 3/4 tons Chains  
one anchor 5-0-0 Proved to 15 3/4 tons  
one do 4-1-24 Proved to 6 1/4 tons  
Stream do 1-2-26 Kedge cut Sails as named above  
Listings cut out of the planking to examine the caulking and  
found good

*Masthead built  
preserved*

Present condition of Caulking of Bottom, good Deck, good and Waterways good

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

I am of opinion this Vessel should be Classed A I

The Amount of the Fee.....£ 1 : : is received by me,  
Special .....£ 5 : 5 : 0 11/4/64 W. Perkins  
Certificate .....£ Gratis

Committee's Minute Spent 12<sup>th</sup> April 1864

Character assigned A 1 for 9 Years  
British registered  
W. H.