

No. 19655 Survey held at Cornwallis Quay Date December 5<sup>th</sup> 1863 to 1<sup>st</sup> September 1864  
on the 1<sup>st</sup> schooner Mary & Martha Master W. Vickers  
Tonnage Old 90 New 53 Built at Cornwallis Quay When built 1864 Launched 18<sup>th</sup> August  
By whom built Ferguson McCallan & Co Owners James Shaw &  
Port belonging to Chester Destined Voyage Coasting  
Specially Surveyed while Building, Afloat, or in Dry Dock On the Blocks

55  
Order  
No 295

Length aloft	Feet. 81	Inches. 2 1/2	Extreme Breadth Outside	Feet. 20	Inches. 6	Depth of Hold	Feet. 10	Inches. 5
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE	"	18	"	18	"	Garboard Strakes	"	18
Floors	8 1/2	8 1/2	8	7	6 1/2	Garboard to Bilge	2 1/2	2
1 <sup>st</sup> Foothooks	7	8	7 1/2	6	5 1/2	Bilge Planks	4 1/2	2
2 <sup>nd</sup> Ditto	6 1/2	7 1/2	7	5 1/2	5 1/2	Bilge to Wales	2 1/2	2
3 <sup>rd</sup> Ditto	6	"	5	5 1/2	"	Wales	3 1/2	3
Top Timbers	6	"	5	5 1/2	"	Topsides	2 1/2	2 1/4
Deck { N <sup>o</sup> 14 Average } 3 1/2	8	8 1/2	6	7 1/2	6	Sheer Strakes	3	2 1/4
Beams { N <sup>o</sup> 14 Average } 3 1/2	19	19	19	19	19	Plank Sheers	2 1/2	2
Deck Beams, length amidships	"	"	"	"	"	Water { Upper Deck	7	4
Hold { N <sup>o</sup> 14 Average } 3 1/2	"	"	"	"	"	Ways { Lower Deck	"	"
Beams { N <sup>o</sup> 14 Average } 3 1/2	"	"	"	"	"	Ditto, faying surface	4 1/2	"
Hold Beams, length amidships	"	"	"	"	"	against Timbers	2 1/2	2 1/2
Keel	8 1/2	12	12	8	8	Upper Deck	2 1/2	2 1/2
Scarphs of Ditto	8	12	12	8	8			
Keelsons	13	14	"	14	"			
Scarphs of Ditto	13	14	"	14	"			

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

Heel-Knee, and Deadwood abaft	Copper or Iron in Ship.	Inches required per Rule.	Transoms and throats of Hooks	Copper or Iron in Ship.	Inches required per Rule.	Hold Beam Bolts in	Waterway	Copper or Iron in Ship.	Inches required per Rule.
Scarphs of Keel.....N <sup>o</sup> 12	3/4	1 1/2	Arms of Hooks	7/8	1 1/2	Knees	.....	"	"
Keelson Bolts through Keel at each Floor	7/8	1 1/2	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/4	1 1/2	Shelf or Clamp	.....	"	"
Bolts through Heels of Timbers against Deadwood	7/8	1 1/2	Butt End Bolts	5/8	1 1/2	Waterway	.....	3/4	10/16
			Pintles of the Rudder	1/2	1 1/2	Knees	.....	3/4	10/16
						Shelf or Clamp	.....	3/4	10/16
						Nails or Bolts in Flat of Deck	.....	3/4	10/16
						Treenails	.....	1 1/2	1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 14 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 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 to 6 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 1/3 of the entire moulding at that place.

The Frame is Part chocked with 4 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 Red pine

From the above named Height to the Light Water Mark Red pine

From the Light Water Mark to the Wales Red pine

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 Red pine

The Decks Yellow pine Lower Deck none

The Shifts of the Planking are not less than 7 Feet 0 Inches. State of very good

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought 3 strakes between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are White oak

The Ceiling, Lower Hold, and between Decks Red pine Shelf-Pieces and Clamps White oak

Fastenings.—To Hold Beams no Hold Beams

Deck Beams Double wood lodging knees and four Pairs of long Iron hanging knees all well fastened

Number of Breasthooks Three Pointers one Pair Crutches 2 Housg off

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 Spurred

Thickstuff over Double Floors all bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Daniel Ferguson & Co Surveyor's Signature W. Vickers

LIV 584-0389



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 15/16	2	14-1-11	
1	Fore Top Sails,		Hempen Stream Cable .....	90 1		11-2-11	
1	Fore Topmast Stay Sails,		Hawser .....	90 4 1/2	1	1-5-20	
1	Main Sails,		Towlines .....	" "			
1	Main Top Sails,		Warp .....	90 3 1/4	1	11-3-23	
1	and <u>to the gallant sail</u>		All of .....	quality.			
1	<u>square sail</u>						

Her Standing and Running Rigging is well fitted & 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 surveyed while build

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

24 if close link

24 extra of 12 links

Has 60 fathoms of 15/16 Chain Proved to 10 tons 10 cwt

60 fathoms 7/8 chain Proved to 9 tons 2 cwt 2 1/2

one anchor 4-1-11 Proved to 1 1/2 tons 14 cwt

one do 4-2-11 Proved to 1 1/2 tons 19 cwt

See stream and kedge above as also warps & sails

The materials and workmanship good the vessel well

fastened. Caulking examined by having pieces cut out

and found good

Approved by Public Dept of Works

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 B A I

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

Special 1/6 Certificate .....£ 5 : 5 : " 10/4/65

Certificate .....£ : Guinea

Committee's Minute Liverpool 14th November 1883

Character assigned A 1 for 8 Years. Built under Special Survey



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