

No. 2611 Survey held at London Date 2 July 18 36  
 on the Ship Mary & Jane Master Printer  
 Tonnage 197 Built at London When built 1829  
 By whom built Printer Owners Capt Printer  
 Port belonging to London Destined Voyage Cape of Good Hope  
 If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft..... Feet. Inches. Extreme Breadth..... Feet. Inches. Depth of Hold..... Feet. Inches.

**Scantlings of Timber.**

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>24</u>		
Floors..... sided	<u>12</u>	Moulded	
1 <sup>st</sup> Foothooks.....			
2 <sup>nd</sup> Ditto.....			
3 <sup>rd</sup> Ditto.....			
Top Timbers.....	<u>48</u>		
Deck Beams.....	<u>6 1/2</u>		
Hold Beams.....	<u>8</u>		
Keel.....	<u>12</u>		
Kelsons.....	<u>10</u>		
	<u>10</u>		

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	<u>4</u>
Bilge to Wales.....		Ceiling in Flat.....	<u>2 1/2</u>
Wales.....		Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....		Hold Beam Clamps.....	<u>3 1/2</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>2 1/2</u>
Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks.....	<u>1</u>
Water-ways.....	<u>4</u>	Hold Beam Shelves.....	
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	
		<u>waterway</u>	<u>4</u>

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarpns of Keel..... No.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
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 \_\_\_\_\_ Inches. The Space between the Top timbers is 26 1/2 Inches. — The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are \_\_\_\_\_ free from all defects. as far as can be seen  
 Her Floors and first Foothooks are composed of English oak Timber.  
 Her other Foothooks and Top Timbers of do  
 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 insufficiently 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 English oak and the False Kelson of \_\_\_\_\_  
 The Scarpns of the Kelsons are not less than 5 feet \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of English & foreign oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of \_\_\_\_\_  
 From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_  
 From the Light Water Mark to the Wales of \_\_\_\_\_  
 The Wales and Black-strakes are of English oak  
 The Topsides of do do  
 The Sheer-strakes of do do & African  
 The Gunwales of English oak Water-ways of the same  
 The Shifts of the Planking are not less than 4 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 2 & 3 between.

**Planking Inside.**—The Clamps are composed of \_\_\_\_\_ the Stringers of English oak

**Fastenings.**—To Hold Beams 2 Iron lodging Staples and Iron hanging Knives  
 Deck Beams 2 wood lodging Knives and Iron hanging Knives  
 Number of Breasthooks None Pointers None Crutches None  
 Butts End Bolts are of Copper in the Bottom, and no Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Copper bolted through and clenched.  
 General Quality of Workmanship Middling

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name Printer



