

No. 740 Survey held at Hincardine Date 19th June 1840
 on the Barque Maxim Master George Leslie
 Tonnage 216 ^{200 ⁸¹/₄} ~~3500~~ ³⁴⁷⁰ Built at Hincardine When built Launched 17th June 1840
 By whom built D & T. Gray Owners Capt^m & Co.
 Port belonging to Anstruther Destined Voyage Petersburg
 If Surveyed Afloat or in Dry Dock On the Stocks in her different stages

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
	23 0		20 3		15 3
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	Inches.	Inches Middle	Inches Ends	Outside.	Inside.
Floors	12	Moulded 12		Keel to Bilge 3	Foot Waling 4
1 st Foothooks	10	" 10		Bilge Planks 4	Bilge Planks 3 1/2
2 nd Ditto	8 1/2	" 8		Bilge to Wales 3	Ceiling in Flat 2 1/2
3 rd Ditto	"	"		Wales 4 1/2	Ditto Bilge to Clamp 2 1/2
Top Timbers	"	" 6 1/2	4 1/4	Topsides 2 1/2	Hold Beam Clamps ^{2. strakes} 5
Deck Beams N ^o . of 20	9	" 9		Sheer Strakes 4 3/4	Deck Beam Ditto 3 1/2
Hold Beams N ^o . of 12	10 1/2	" 10 1/2		Plank Sheers 3 1/2	Ceiling 'twixt Decks 2
Keel	11	" 16		Water-Ways 7	Hold Beam Shelves ^{put on plank} 5-9
Kelsons	11 1/2	" 22		Upper Deck 3	Deck Beam Ditto —
Copper.			Size of Bolts in Fastenings.		
Heel-Knee, and Dead Wood abaft	1 1/8			Copper.	Iron.
Scarphs of Keel N ^o . 8	3 1/4			Bolts thro' the Bilge and Foot Waling 3/4	Hold Beam 7/8
Floor Timber Bolts	1			Butt End Bolts 5/8	Deck Beam 3/4
Kelson ditto	1			Lower Pintle of the Rudder 2 1/2	
Transoms and throats of Hooks	1				same in Iron above the Copper 1
Arms of Hooks	7/8				7/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are free from all defects. The Floors and first Foothooks are composed of British & White Baltic oak Timber. The other Foothooks and Top Timbers of British 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 3-9 to 4 feet. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is also well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is close chocked with a Butt at each end of the chock. The Main Kelson is composed of American White Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than 6 feet — inches. The Deck and Hold Beams are composed of British Oak, one Hold Beam African Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Rock Elm. From the first Foothook Heads to the Light Water Mark of Dantzic Oak. From the Light Water Mark to the Wales of D^o. D^o. The Wales and Black-strakes are of English & French Oak The Topsides of English & French Oak. The Sheer-strakes and Plank-sheers of D^o. D^o. D^o. The Water-ways of Red Pine. The Decks of Yellow Pine State of —. 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 with 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Dantzic Oak the Bilge Planks of Dantzic Oak. The Ceiling, Lower Hold, of Dantzic Oak Between Decks of Dantzic Oak. Shelf Pieces of D^o. D^o. Clamps of D^o. D^o.

Fastenings.—To Hold Beams Iron Straps, Stops, claps, horizontal for locking knees, Ceiling plank above the Beams 5- by 9 for stringer, and iron hanging knees, and iron upright knee, to each Beam. Deck Beams one Oak lodging knee, and one iron lug hanging knee to each Beam. Number of Breasthooks 5 below the Deck Pointers 2 abaft to Wing Travers Crutches 1 abaft. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Copper and bolted through and clenched. General Quality of Workmanship Very Good.

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

Builder's Name —
 Surveyor's Name Walter Barton



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	100	Chain	1 1/8 1 1/4	3	Bower, 10 1/4. 9 3/4. 2 9 cut
1	Fore Top Sails,	60	Hempen Stream Cable	3 1/2	1	Stream, 4 1/4
2	Fore Topmast Stay Sails,	80	Hawser	6	2	Kedge, 2 2 1/4
1	Main Sails,	85	Towlines	5 1/2		
2	Main Top Sails,	70	Warp	4		
	and <i>other Sails complete</i>	120	All of <u>best</u> quality.	3		
	<i>all of best Canvas</i>					

Her Standing and Running Rigging all sufficient in size and best Patent in quality.

She has one Long Boat and one Jelly Boat

The present state of the Windlass is Strong Capstan Double Branch and Rudder Strong

2 Metal Main Pumps. and 2 Lead Bilge Pumps.

General Remarks—Statement and Date of Repairs.

This is a strong and substantial vessel. built to contract, and under the immediate inspection of the owner. The materials used in her construction were all of the best description. she is complete in all things.

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done _____

I am of opinion this Vessel should be Classed G A 1

The Amount of the Fee.....£ 3 : 3 : " is received by me, Walter Burton
Special£ : :

Committee's Minute 30th June 1840

Character assigned J A 1

