

No. 1160 Survey held at Milford

Date October 14thRec 17/10/64 1160
1864

on the Brig "Mary Lester"

Master Henry Jenkins

Old

Built at Milford

When built 1864

Launched August 18. 1864

Tonnage New 188 44

By whom built

100 Richard Lewis

Owners John Richards and Co.

Part belonging to Milford

Destined Voyage Milford to Cardiff and thence to Palermo

If Surveyed while Building, Afloat, or in Dry Dock

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
103	3 1/10	3 1/10	23	7 1/10	8	12	9 5/10	11
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE	Sided.	IN SHIP.	Moulded.	IN SHIP.	Required per Rule.	Moulded.	IN SHIP.	Required per Rule.
Floors	21	10	8 3/4	8 3/4	2 3/4	3 1/2	3 1/4	3 1/4
1 st Foothooks	9	10	7 3/4	7 3/4	2 3/4	4	3 1/4	3 1/4
2 nd Ditto	8 1/2	9	7	7	4 1/2	2 1/2	2 1/4	2 1/4
3 rd Ditto	7 1/2	6 3/4	6 1/2	6 1/2	3	2 1/2	2 1/4	2 1/4
Top Timbers	7 1/2	6 3/4	6 1/2	6 1/2	4 1/2	4	3 1/2	3 1/2
Deck { N ^o 22 Average Space } 4 feet	9	9 1/2	8	8	3 1/2	3 1/4	3 1/2	3 1/4
Deck Beams, length amidships	22 feet	10	10	9	3 1/2	3 1/4	2 1/4	2 -
Hold { N ^o 5 Average Space } 17 feet	21	6 inches	10 1/4	10 1/4	3	2 3/4	2 1/4	2 -
Hold Beams, length amidships	11 1/2	14	10 1/4	10 1/4	8 by 8	5		
Keel	6 feet	4 1/2 inches	11 3/4	11 3/4	Water - Upper Deck	3	2 1/2	
Scarp of Ditto	13 1/2	15 1/4	5 1/2	5 1/2	Ways { Lower Deck	5		
Keelsons	5 1/2 feet	5 1/2 inches			Ditto, faying surface against Timbers	5		
Scarp of Ditto					Upper Deck	3	2 1/2	

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

Heel-Knee, and Deadwood abaft	Feet.	Inches.	Transoms and throats of Hooks	Feet.	Inches.	Hold Beam Bolts in	Feet.	Inches.
Scarp of Keel.....N ^o 2, 18 7/8	1	3	Arms of Hooks	1	2	Knees	3/4	3/4
Keelson Bolts through Keel at each Floor	1	2	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	7/8	3/4	Shelf for Clamp	3/4	3/4
Bolts through Heels of Timbers against Deadwood	7/8	1 1/8	Butt End Bolts	3/4	5/8	Waterway	3/4	3/4
			Pintles of the Rudder	2 1/2	2	Deck Beam Bolts in	3/4	3/4
						Knees	3/4	3/4
						Shelf for Clamp	3/8	3/8
						Nails or Bolts in Flat of Deck	1 1/4	1 1/4
						Treenails	1 1/4	1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 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 1/2 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 9 inches

The Frame is all squared from the First Foothook Heads upwards, and are free from sap, and from thence downwards, the frame is all square

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 all chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak

The Main Keelson is Greenheart and is 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 free from all defects.

The Deck and Hold Beams consist of English Oak The Breasthooks of Iron & Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Elm or to the First Foothook Heads

From the above named Height to the Light Water Mark English Oak and Greenheart

From the Light Water Mark to the Wales English Oak and Greenheart

The Wales and Black-strakes are English Oak and Greenheart The Topsides English Oak and Greenheart

The Sheer-strakes and Plank-sheers English Oak and Greenheart The Water-ways { Upper Deck English Oak and -

The Decks of Yellow pine { Lower Deck - Greenheart

The Shifts of the Planking are not less than 5 Feet 11 Inches. State of best quality

or partial, and if partial, in what part of the Ship. The Planking is wrought 3 planks between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak and Greenheart

The Ceiling, Lower Hold, and between Decks English Oak & Greenheart Shelf Pieces and Clamps Eng^d Oak & Greenheart

Fastenings.—To Hold Beams Iron lodging knees one before and one abaft each beam

Deck Beams Iron Staple lodging knees fore and aft and six pair of Iron hanging knees

Number of Breasthooks 2 of Iron, 1 of Eng^d Oak Pointers

Butts End Bolts are of Yellow Metal in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Metal bolted through and clenched. Treenails of English Oak How Made English turned

Thickstuff over Double Floors 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 Richard Lewis Surveyor's Signature David Vaughan

Thomas Longmore

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
2	Fore Sails, 3 Jibs	Chain	180	1 1/16	Bower,	2	10-0-2 1/2
1	Fore Top Sails, 1 Fore staysail	Hempen Stream Cable	85	8			12-0-2 1/2
2	Fore Topmast Stay Sails,	Hawser	90	4 1/2	Stream,	1	5-1-24
1	Main Sails, 1 Jib sail	Towlines	80	3 1/2			
2	Main Top Sails, 1 Main stay	Warp			Kedge,	1	1-2-0
and 2 Jags gallant sail and 3 Staysails		All of <u>best</u> quality.			1 Extra bower about		8-0-0
Her Standing and Running Rigging <u>is new</u> sufficient in size and <u>best</u> in quality.							
She has <u>one</u> Long Boat and 1 Jolly Boat							
The present state of the Windlass is <u>new and</u> Capstan <u>Purchase</u> Rudder <u>new</u> Pumps <u>new</u>							

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	<u>September 2nd 1863</u>
	2nd. When the Beams are put in, &c.	<u>April 21st 1864</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>October 14th 1864</u>

This Vessel has been built of the Materials as Specified, and in addition, there is a thick plank worked above and below next to Wales of 4 inch tapering to 3 1/2 inch, The 2nd Foot hooks and Joist timbers is scarphed butts, an Iron Strap of 3 1/2 inch wide by 1 1/4 thick inside of Elliptic Stern under the deck, a Main transom of English Oak and an Iron knee to each end of Main transom, all yellow metal fastened up to the Wales,

David Vaughan

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

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done 1864

I am of opinion this Vessel should be Classed A. 1. for 12 years with the letters (A & C P) inserted

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, David Vaughan

Special£ : :

Certificate£ : 2 : 6

Committee's Minute 21st October 1864

Character assigned A 1 for 12 years

(A & C P)

M.A.S.



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