

No. 2666, Survey held at South Shields Date August 6<sup>th</sup> 1845  
on the New Ship *Maryon (Porter)* Master *Rajah Bussa*  
Tonnage *415* Built at *South Shields* When built *1845*  
By whom built *M<sup>r</sup> Edwards* Owners *M<sup>r</sup> Edwards*  
Port belonging to *Whitehorn* Destined Voyage *(to Liverpool for Sale)*  
If Surveyed Afloat or in Dry Dock *While Building*

Length aloft	Feet. 113	Inches. 6	Extreme Breadth	Feet. 28	Inches. 6	Depth of Hold	Feet. 19	Inches. 6
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Timber and Space	each	Inches. 26		<b>Outside.</b>		<b>Inside.</b>		Inches.
Floors	sided	12	Moulded	Keel to Bilge	3	Foot Waling		4
1 <sup>st</sup> Foothooks	"	11	"	Bilge Planks	4	Bilge Planks		4
2 <sup>nd</sup> Ditto	"	10	"	Bilge to Wales	4	Ceiling in Flat		3
3 <sup>rd</sup> Ditto	"	9 1/2	"	Wales	5	Ditto Bilge to Clamp		3
Top Timbers	"	9	"	Topsides	2 3/4	Hold Beam Clamps		5
Deck Beams	N <sup>o</sup> . of 22	9 1/4	"	Sheer Strakes	4	Deck Beam Ditto		4
Hold Beams	N <sup>o</sup> . of 19	12	"	Plank Sheers	4	Ceiling 'twixt Decks		2 1/2
Keel	"	11	"	Water-Ways	7	Hold Beam Shelves		
Kelsons	"	14	"	Upper Deck	3	Deck Beam Ditto		
<b>Copper or Iron.</b>			<b>Size of Bolts in Fastenings, distinguishing whether</b>					
Heel-Knee, and Dead Wood abaft		1 1/4	<b>Copper or Iron.</b>		<b>Iron.</b>			
Scarp of Keel	N <sup>o</sup> . 8	7/8	Bolts thro' the Bilge and Foot Waling	7/8	Hold Beam		18 7/8	
Floor Timber Bolts		1	Butt End Bolts	5/8	Deck Beam		7/8	
Kelson ditto		1/8	Lower Pintle of the Rudder	3/4				
Transoms and throats of Hooks		1/8						
Arms of Hooks		1						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English & African the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African Oak and are free from all defects. The Floors and first Foothooks are composed of English and African Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 ft 3 in. The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared & sound. 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 1/3 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of African Oak and the False Kelson of Foreign White Oak. The Scarphs of the Kelsons are not less than 6 feet inches. The Deck and Hold Beams are composed of Greenheart & English Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Rock Elm. From the first Foothook Heads to the Light Water Mark of Foreign White Oak & English. From the Light Water Mark to the Wales of English & African & Greenheart. The Wales and Black-strakes are of English & African The Topsides of Green heart & English. The Sheer-strakes and Plank-sheers of Greenheart & African The Water-ways of Red Pine. The Decks of 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 Generally 3 Strakes between

**Planking Inside.**—The Limber-strakes are composed of African & English the Bilge Planks of Greenheart. The Ceiling, Lower Hold, of English Oak Between Decks of Mahogany & Greenheart. Shelf Pieces of Greenheart & African Clamps of Greenheart & African.

**Fastenings.**—To Hold Beams Iron horizontal Staple Knees & 16 Pair of Vertical & Standard Iron Knees Space between hold Beams 4 feet. Deck Beams Iron horizontal Staple Knees & 10 Pair of Iron Vertical Knees.

Number of Breasthooks Six Pointers Two Crutches One  
Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched.  
Bilge and Footwaling are bolted through and clenched.  
General Quality of Workmanship Best Quality

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

Builder's Name James Edwards;

Surveyor's Name Robt Fowles;



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
<i>2 Suits of Sails</i>	Fore Sails,	240	Chain .....	1 7/16	3	Bower,	18 " 2 " 23
	Fore Top Sails,	80	Hempen Stream Cable .....	6 1/2	1	Stream,	17 " 3 " 17
	Fore Topmast Stay Sails,	80	Hawser <i>Chain</i> .....	7/8	2	Kedges	3 " 3 " 1
	Main Sails,	75	Towlines .....	5 1/2			2 " 2 " 1
	Main Top Sails,	75	Warp .....	4			
and			All of <u>good</u> quality.				

Her Standing and Running Rigging are sufficient in size and of the best in quality.

She has A Long Boat and A Cutter & Quarter Boat

The present state of the Windlass is Patent Capstan Good and Rudder Good  
*New Purchase*

**General Remarks—Statement and Date of Repairs.**

There are five of the Deck Beams in this Vessel that are something left sided at one end than is required by the Rules, but are sufficient. This I think is not of Material consequence to affect the clapping of Beams altogether are closer in space than are recommended in Rule Sect<sup>l</sup> 41. The Ship is well built and altogether of good Material.  
Rob<sup>r</sup> Fowles.

*Portuguese*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 12. A. 1

The Amount of the Fee.....£ 5 : - : - is received by me, *Rob<sup>r</sup> Fowles*

Special .....£ - : - :

Certificate (if required) .....£ - : 10 : -

Committee's Minute 15<sup>th</sup> August 1845

Character assigned A 1 for 12 yrs

*A certificate is required for this Vessel.*



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