

No. 2125 Survey held at Sunderland Date February 1842
on the Barque Mary Master
Tonnage old 443 new 543 Built at Sunderland When built 1842
By whom built J. M. Gales and Sons Owners
Port belonging to Destined Voyage London for sale
If Surveyed Afloat or in Dry Dock During the Building

Length aloft	106.9.7	Feet.	112	9	Extreme Breadth	29	2	Depth of Hold	19	2	
Scantlings of Timber.					Thickness of Plank.						
Timber and Space	each	Inches.	13 1/2		Outside.		Inches.	Inside.		Inches.	
Floors	sided	12	Moulded	13 1/2	10 1/2	Keel to Bilge	3	Foot Waling	4		
1 st Foothooks	"	10.12	"	9 1/2		Bilge Planks	5	Bilge Planks	4		
2 nd Ditto	"	10.11	"	8 3/4		Bilge to Wales	3 1/4	Ceiling in Flat	2 1/2		
3 rd Ditto	"	9 1/2	"	8 1/4		Wales	5	Ditto Bilge to Clamp	2 1/2		
Top Timbers	"	9	"	5 3/4		Topsides	3	Hold Beam Clamps	4 Plks.	4	
Deck Beams	N ^o . of	24		9	5 3/4	Sheer Strakes	2 Plks.	Deck Beam Ditto	3 1/2		
Hold Beams	N ^o . of	15		12 1/2	9 1/2	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2		
Keel	"	13	"	10		Water-Ways	8.3 1/4	Hold Beam Shelves	12 by 5		
Kelsons	"	14	"	26		Upper Deck	3 1/4	Deck Beam Ditto	"		
Copper.					Size of Bolts in Fastenings.						
Heel-Knee, and Dead Wood abaft		Inches.	1 1/8		Copper.		Inches.	Iron.			Inches.
Scarphs of Keel	N ^o . 8	1 1/8			Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	1			
Floor Timber Bolts		1			Butt End Bolts	3/4	Deck Beam	1 1/8			
Kelson ditto		1 1/8			Lower Pintle of the Rudder	3 1/4					
Transoms and throats of Hooks		1 1/8					same in Iron above the Copper				
Arms of Hooks		1									

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1.2 Inches. The Space between the Top-timbers is 5.4.5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are apply free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3/4 4 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Sufficient. The Frame is fairly squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is fairly squared. The alternate Frames are all bolted together. to Wales N. B. If not, state how bolted. The Butts of the Timbers are gently close together; their thickness not less than 1/5 1/2 of the entire moulding at that place. The Frame is no chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer^{en} Oak and the False Kelson of Amer^{en} Oak. The Scarphs of the Kelsons are not less than 7 feet 0 inches. The Deck and Hold Beams are composed of English Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Amer^{en} Elm. From the first Foothook Heads to the Light Water Mark of Amer^{en} and Memel Oak. From the Light Water Mark to the Wales of Memel and English Oak. The Wales and Black-strakes are of English Oak. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of Eng. Oak & Mahogany. The Water-ways of Pitch Pine. The Decks of Yellow Pine. State of . The Shifts of the Planking are not less than 4 1/2 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 mostly three between **Planking Inside.**—The Limber-strakes are composed of Baltic Oak the Bilge Planks of Amer^{en} & Danu^{en} Oak. The Ceiling, Lower Hold, of Baltic, Amer^{en} & Eng. Oak. Between Decks of Amer^{en} & Eng. Oak. Shelf Pieces of Amer^{en} & Memel Oak. Clamps of Amer^{en} & Plotten Oak. **Fastenings.**—To Hold Beams Iron Binder round one Timber, Shelf on top, and 11 pair Iron hanging pieces. Deck Beams One Wood Lodging piece, and one Iron Lodging piece. Three pair Stand^d pieces on top Hold Beams. Number of Breasthooks Six and Peterson. Pointers one pair. Iron hook on Transom Crutches. Iron: also 1 Wood & 1 Iron Transom piece each side. Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship Good. We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name
Surveyor's Name Thos. G. Simey
© 2021 Lloyd's Register Foundation
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.

Her Masts, Yards, &c. are in good 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,	240	Chain	1 5/16	3	Bower, 18.0.11. 17.2.8. 17.1.2
1	Fore Top Sails,	65	Hempen Stream Cable	8	1	Stream, 5.2.0
2	Fore Topmast Stay Sails,	80	Hawser	7/8	1	Kedge, 2.0.0
1	Main Sails,	80	Towlines	6		
2	Main Top Sails,	80	Warp	4 3/4		
and sufficient other			All of <u>good</u> quality.			

Her Standing and Running Rigging is hemp well fit sufficient in size and good in quality.

She has One Long Boat and two other Boats

The present state of the Windlass is good Capstan Winch and Rudder d Brees good d sufficient
fit with patent purchase

General Remarks—Statement and Date of Repairs.

Beam is generally good in quality d scantling fairly squared and seasonably free of sap well wrought, stepped and shifted. Season's d Counter timbers good d sufficient. Afters, Hawse timbers, Bright heads, and other parts are mostly well clear of sap d sound.

Beams d Brees are of good growth and fair scantling. Part of the beams are wavy on top sides

Buttise Marking appears sound d of good quality well clear of sap, well wrought and shifted except 2 to 3 Butts which are short by one say 4/6 — Nails are of English oak well season'd

Ceiling Mark is of good quality except a few planks of Am² oak below hold beams which appear tender grain'd, generally well wrought d shifted

Beams, Brees, Hooks &c appear all well bolted d secured

Commenced Building in February Launched in January 1842

Surveyed as follows: 'M²': $\frac{16}{8}$ $\frac{7}{8}$ $\frac{29}{7}$ $\frac{21}{9}$ and at other periods

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

I am of opinion this Vessel should be Classed A B

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ : :

Committee's Minute 18th Feby 1842

Character assigned A 1 pr of 100

[Signature]

[Signature: Jos. B. Smey]



© 2021

Lloyd's Register
Foundation