

No. 2201 Survey held at Sunderland Date June 1842 2201

on the Schooner "Mary" Master W. Orchard

Tonnage ^{old 80} 67 Built at Sunderland When built 1842

By whom built Thomas Carnross Owners Buchanan

Port belonging to Sunderland Destined Voyage Coastwise

If Surveyed Afloat or in Dry Dock During the Building

Length aloft	51 ^{1/2} Feet. Inches. <u>55 0</u>	Extreme Breadth	18 Feet. Inches. <u>6</u>	Depth of Hold	9 Feet. Inches. <u>6</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each <u>9 1/2</u>	Inches. Middle	Inches. Ends	Outside.	Inside.
Floors	sided <u>7 8</u>	Moulded <u>8</u>	<u>6 1/2</u>	Keel to Bilge	Foot Waling <u>3</u>
1st Foothooks	" <u>7</u>	" <u>6</u>	" <u>6</u>	Bilge Planks	Bilge Planks <u>3 1/2</u>
2nd Ditto	" <u>6 7</u>	" <u>5 1/2</u>	" <u>5 1/2</u>	Bilge to Wales	Ceiling in Flat <u>2</u>
3rd Ditto	" <u>6</u>	" <u>5</u>	" <u>5</u>	Wales	Ditto Bilge to Clamp <u>2</u>
Top Timbers	" <u>5 6</u>	" <u>4</u>	" <u>4</u>	Topsides	Hold Beam Clamps <u>3 1/2</u>
Deck Beams N° of <u>16</u>	Space <u>3 1/2</u> in.	" <u>6</u>	" <u>4</u>	Sheer Strakes	Deck Beam Ditto <u>2 1/2</u>
Hold Beams N° of <u>16</u>	" <u>3 1/2</u> in.	" <u>6</u>	" <u>4</u>	Plank Sheers	Ceiling 'twixt Decks <u>2</u>
Keel	" <u>8</u>	" <u>7</u>	" <u>7</u>	Water-Ways	Hold Beam Shelves <u>"</u>
Kelsons	" <u>9</u>	" <u>12</u>	" <u>12</u>	Upper Deck	Deck Beam Ditto <u>"</u>
Copper.			Size of Bolts in Fastenings.		
Heel-Knee, and Dead Wood abaft	<u>7/8</u>	Copper.		Iron.	
Scarphs of Keel N°	<u>3/4</u>	Bolts thro' the Bilge and Foot Waling	<u>7/8</u>	Hold Beam	<u>"</u>
Floor Timber Bolts	<u>3/4</u>	Butt End Bolts	<u>1/2</u>	Deck Beam	<u>5/8</u>
Kelson ditto	<u>7/8</u>	Lower Pintle of the Rudder	<u>2</u>	same in Iron above the Copper	
Transoms and throats of Hooks	<u>7/8</u>				
Arms of Hooks	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1/4 Inches. The Space between the Top-timbers is 26 3 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are not all 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 5/8 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are fair. The Frame is tolerably squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is gently tolerably squared. The alternate Frames are not bolted together. N. B. If not, state how bolted. Full framed. The Butts of the Timbers are gently close together; their thickness not less than 1/8 of the entire moulding at that place. The Frame is not checked with no Butt at each end of the chock. The Main Kelson is composed of Amer. Elm and the False Kelson of ". The Scarphs of the Kelsons are not less than " feet " inches. The Deck and Hold Beams are composed of English and Foreign Oak.

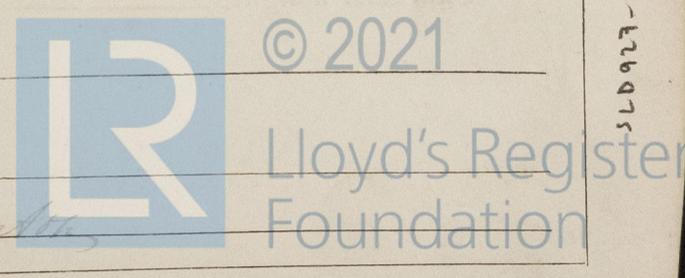
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. Elm. From the first Foothook Heads to the Light Water Mark of Amer. Elm. From the Light Water Mark to the Wales of Amer. Elm a few planks aft of Oak. The Wales and Black-strakes are of Amer. Oak. The Topsides of Amer. Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of ". The Shifts of the Planking are not less than gally 4 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 not between

Planking Inside.—The Limber-strakes are composed of Elm the Bilge Planks of Elm. The Ceiling, Lower Hold, of Elm. Between Decks of Elm. Shelf Pieces of " Clamps of Oak & Elm.

Fastenings.—To Hold Beams ". Deck Beams Double Wood Pieces. Number of Breasthooks Four Pointers " Crutches 2 Iron pieces each side. Butts End Bolts are of Iron in the Bottom, and no Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship rough.

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

Builder's Name _____
Surveyor's Name John Brown



6900-426075

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.		Fathoms.		Inches.	No.
2	Fore Sails,	140	Chain	13/16	2
1	Fore Top Sails,	75	Hempen Stream Cable	5 1/2	1
2	Fore Topmast Stay Sails,	40	Hawser	1/16	1
1	Main Sails,	75	Towlines	3	
1	Main Top Sails,	75	Warp	2 1/2	
and <u>1 1/2</u> in other sails			All of <u>good</u> quality.		

Her Standing and Running Rigging Keep sufficient in size and fair in quality.

She has the Long Boat and —

The present state of the Windlass is Keep Capstan Keep and Rudder Sufficient

General Remarks—Statement and Date of Repairs.

Frame all by oak of fair scantling for the size of ship and is generally sound; part of the Septimus deck side run way and Soffy: Transoms part of the floor and Apron to Stem Soffy; The by high oak Beams are generally strong and Soffy: part of Keel Soffy

The quality of planks appear reasonably good and fairly straight —
Beams, Keel & Solenally well fashioned for the size of ship

Commenced building in February, 1842 Launched May 1842 was surveyed as follows
 15 16 22 13 11
 2: 3: 3: 4 5

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

I am of opinion this Vessel should be Classed 4 A.S. on account of Deck and Bottom deck being through according to Rule

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, in other respects worth 5 A.S.

Special£ : :

Wm. Branton

Committee's Minute 8th July 1842

Character assigned A 1 for 4 years

[Signature]

[Signature]



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