

No. 2201 Survey held at Sunderland Date June 1842
on the Schooner "Mary" Master W. Orchard
Tonnage ^{old 80} 67 Built at Sunderland When built 1842
By whom built Thomas Carnaross 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. 55 0	Extreme Breadth	18 6	Depth of Hold	9 6	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space..... each	9 ¹ / ₂	Inches. Middle Ends	Outside.		Inside.	
Floors..... sided	7 8	Moulded 8 6 ¹ / ₂	Keel to Bilge	2	Foot Waling	3
1 st Foothooks..... "	7	" 6	Bilge Planks	3 ¹ / ₂	Bilge Planks	3 ¹ / ₂
2 nd Ditto..... "	6 7	" 5 ¹ / ₂	Bilge to Wales	2 ¹ / ₂	Ceiling in Flat	2
3 rd Ditto..... "	6	" 5	Wales	3 ¹ / ₂	Ditto Bilge to Clamp	2
Top Timbers..... "	5 6	" 4	Topsides	2	Hold Beam Clamps	3 ¹ / ₂
Deck Beams N ^o . of 16. Spaced 3 ¹ / ₂ in.	6	" 6 4	Sheer Strakes	2 ¹ / ₂	Deck Beam Ditto.....	2 ¹ / ₂
Hold Beams N ^o . of " -	"	" "	Plank Sheers.....	2	Ceiling 'twixt Decks	2
Keel..... "	8	" 7	Water-Ways.....	3	Hold Beam Shelves	"
Kelsons..... "	9	" 12	Upper Deck.....	2 ¹ / ₂	Deck Beam Ditto.....	"
Copper.			Size of Bolts in Fastenings.			
Heel-Knee, and Dead Wood abaft.....	7 1/8	Inches.	Copper.		Iron.	
Scarphs of Keel..... N ^o .	3 1/4	"	Bolts thro' the Bilge and Foot Waling.....	7/8	Hold Beam	
Floor Timber Bolts.....	3 1/4	"	Butt End Bolts.....	1/2	Deck Beam	5/8
Kelson ditto.....	7 1/8	"	Lower Pintle of the Rudder.....	2		
Transoms and throats of Hooks.....	7 1/8	" same in Iron above the Copper.....			
Arms of Hooks.....	3 1/4	"				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 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 3/8 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 1/4 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 not. The Scarphs of the Kelsons are not less than not feet not 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 not. The Shifts of the Planking are not less than gently 4 Feet not 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 not Clamps of Oak & Elm.

Fastenings.—To Hold Beams Deck Beams Double Wood Trices. Number of Breasthooks Four Pointers not Crutches 2 Iron trices 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



© 2021

Lloyd's Register Foundation

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,	140	Chain	13/16	2	Bower, ^c 4 1/2 ^c 4.
1	Fore Top Sails,	75	Hempen Stream Cable	5 1/2	1	Stream, 2 ^c
2	Fore Topmast Stay Sails,	40	Hawser	1/16	1	Kedge, 3/4 ^c
1	Main Sails,	75	Towlines	3		
1	Main Top Sails,	75	Warp	2 1/2		
and <u>1/4</u> in other sails			All of <u>good</u> quality.			

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

She has One Long Boat and —

The present state of the Windlass is Keen Capstan Keen 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 Septentris each side run way and sappy; Transoms part of the floor and apron to stem sappy; the by high Oak Beams are generally way and sappy; part of keel sappy.

The quality of plank appear reasonably good and fairly brought —
Beams, keel & solutely true for the size of ship

Commenced building in Febry. 1842 Launched May 1842 was surveyed as
follows $\frac{15}{2} : \frac{16}{3} : \frac{22}{3} : \frac{13}{4} : \frac{11}{5}$

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

I am of opinion this Vessel should be Classed 4 A. 1. on account of Bark and Bottom not being through according to Rule

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

Special£ : :

Committee's Minute 8th July 1842

Character assigned 1 for 4



© 2021

Lloyd's Register
Foundation