

No. 3856 Survey held at Liverpool Date June 14 1849  
 on the St. Maria Master James  
 Tonnage 227 Built at Liverpool When built 1849  
 By whom built John Watson Owners Shaw & Co  
 Port belonging to Liverpool Destined Voyage West Indies  
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. <u>87</u> Inches.	Extreme Breadth	Feet. <u>14</u> Inches.	Depth of Hold	Feet. <u>14</u> Inches.
<b>Scantlings of Timber.</b>					
Room and Space	Inches.	Inches Middle	Inches Ends	<b>Thickness of Plank.</b>	
Floors	<u>11</u>			<b>Outside.</b>	<b>Inside.</b>
1 <sup>st</sup> Foothooks	<u>8</u>			Keel to Bilge	Limber Strakes
2 <sup>nd</sup> Ditto	<u>7.8</u>			Bilge Planks	Bilge Planks
3 <sup>rd</sup> Ditto	<u>7</u>			Bilge to Wales	Ceiling in Flat
Top Timbers	<u>6.7</u>			Wales	Ditto Bilge to Clamp
Deck Beams N <sup>o</sup> <u>18</u> Average Space <u>4 ft</u>	<u>8.2</u>			Topsides	Hold Beam Clamps
Hold Beams N <sup>o</sup> <u>13</u> Average Space <u>4 ft 5 in</u>	<u>10</u>			Sheer Strakes	Deck Beam Ditto
Keel	<u>10</u>			Plank Sheers	Ceiling 'twixt Decks
Kelsons	<u>11.2</u>			Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto

<b>Copper or Iron.</b>		<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	<u>1.75</u>	Bolts thro' the Bilge and Limber Strakes	<u>1.75</u>	Hold Beam	<u>1.75</u>
Scarphs of Keel	<u>1.75</u>	Butt End Bolts	<u>1.75</u>	Deck Beam	<u>1.75</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>2.2</u>		
Kelson ditto	<u>1.75</u>				
Transoms and throats of Hooks	<u>1.75</u>				
Arms of Hooks	<u>1.75</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 11.3 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of Foreign Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng. Oak and Foreign Oak and are free from all defects. The Floors and first Foothooks are composed of English and Foreign Oak Timber. The other Foothooks and Top Timbers of Eng. & Foreign Oak. The Shifts of the first and second Foothooks are not less than 11.7 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 truly squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are very close together; their thickness not less than 1/8 of the entire moulding at that place. The Frame is very chocked with no Butt at each end of the chock. The Main Kelson is composed of Foreign Oak and the False Kelson of Foreign Oak. The Scarphs of the Kelsons are not less than 6 feet 0 inches. The Deck and Hold Beams are composed of Stem Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Am. Spruce and Birch. From the first Foothook Heads to the Light Water Mark of Am. Spruce. From the Light Water Mark to the Wales of Eng. Spruce and Stem Oak. The Wales and Black-strakes are of Eng. Spruce and Stem Oak. The Topsides of Eng. Oak. The Sheer-strakes and Plank-sheers of Eng. Oak. The Water-ways of Red Pine. The Decks of Yapine State of good. The Shifts of the Planking are not less than 5 Feet 0 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 3 Strakes between

**Planking Inside.**—The Limber-strakes are composed of Baltic Oak the Bilge Planks of Eng. Spruce and Stem Oak. The Ceiling, Lower Hold, of Baltic, Spruce and Eng. Oak Between Decks of Baltic Oak. Shelf Pieces of Eng. Oak Clamps of Eng. Oak and Stem Oak.

**Fastenings.**—To Hold Beams Iron Strap Lashing Nails also 8 Iron Lashing Nails each side. Deck Beams 12 Midship Beams fastened with the Wood Lashing Nails and so Iron Lashing Nails; remainder double Wood Nails. Number of Breasthooks Five Pointers three the Crutches 2 Iron Nails each side. Butts End Bolts are of Gal Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak Iron. General Quality of Workmanship good.

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Signature \_\_\_\_\_ Surveyor's Signature John Watson  
 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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	180	Chain .....	1 1/2	3	Bower,	12 c 11 1/4 c 10 c
1	Fore Top Sails,	75	Hempen Stream Cable .....	8	1	Stream,	3 1/4 c
2	Fore Topmast Stay Sails,	60	Hawser .....	3/4	1	Kedge,	1 1/2 c
1	Main Sails,	75	Towlines .....	5			
2	Main Top Sails,	75	Warp .....	4			
and <u>usual Baltic Tackle</u>			All of <u>good</u> quality.				

Her Standing and Running Rigging Keelp sufficient in size and good in quality.

She has One Long Boat and another Boat

The present state of the Windlass is Secure Capstan Winch and Rudder Stiff Pumps 2 Ben

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

*Was regularly surveyed during the Building according to Rule*

If sheathed, doubled, Felted, or Coppered Gal Metal on Copper & Wale When last done June 1847

I am of opinion this Vessel should be Classed 7 A

The Amount of the Fee.....£ 1 : : is received by me,

Special .....£ 10 : :

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

Committee's Minute 19 June 1847

Character assigned A



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