

No. 65 Survey held at Lamouth Date March 8 1841
on the Schooner Maria Master A Parker
Tonnage 131 ¹³¹ ~~103~~ ₁₀₃ Built at Lamouth When built 1841
By whom built Mattew J. Miskin Owners Arthur Parker & Co
Port belonging to Leicester Destined Voyage North
If Surveyed Afloat or in Dry Dock in Gualdus Yard as presented Page 1 rule 35

65

Length aloft	Feet. 58	Inches. 0	Extreme Breadth	Feet. 21	Inches. 1	Depth of Hold	Feet. 10	Inches. 6	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	23				Outside.	Inches.	Inside.	
Floors	sided	11	Moulded	12	8 1/2	Keel to Bilge	3	Foot Waling	3 1/2
1st Foothooks	"	9	"	8		Bilge Planks	4 1/2	Bilge Planks	4
2nd Ditto	"	8	"	6		Bilge to Wales	2 1/2	Ceiling in Flat	3
3rd Ditto	"		"			Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	6 1/2	"	5 1/2	4 3/4	Topsides	2 1/4	Hold Beam Clamps	
Deck BeamsN°. of 17	"	9	"	9	7	Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/2
Hold BeamsN°. of	"		"			Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/2
Keel	"	12	"	15		Water-Ways	6	Hold Beam Shelves	
Kelson	"	14	"	15		Upper Deck	2 1/2	Deck Beam Ditto	
Salon 80 6" by 14"			Size of Bolts in Fastenings.						
Copper.			Copper.			Iron.			
Heel-Knee, and Dead Wood abaft	Iron	1 1/8	Bolts thro' the Bilge and Foot Waling			3/4	Hold Beam		
Scarphs of Keel	N°. One	3/4	Butt End Bolts			5/8	Deck Beam		
Floor Timber Bolts			Lower Pintle of the Rudder			3			
Kelson ditto	Heavy L. every floor 1/2 inch	1 1/8							
Transoms and throats of Hooks	Iron	1							
Arms of Hooks	Copper	7/8					same in Iron above the Copper		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 3/4 Inches. *avg*. The Space between the Top-timbers is Three Inches. *avg*. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects.

The Floors and first Foothooks are composed of Ditto Timber.

The other Foothooks and Top Timbers of Ditto

The Shifts of the first and second Foothooks are not less than 3 1/2 ⁱⁿ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are from 3 1/2 to 4 1/2

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 and free from defects

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 rd of the entire moulding at that place.

The Frame is well chocked with square Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of English Oak

The Scarphs of the Kelsons are not less than Six feet — 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 English Oak

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of Ditto

The Wales and Black-strakes are of Ditto The Topsides of English Oak

The Sheer-strakes and Plank-sheers of Ditto The Water-ways of Ditto

The Decks of 2 1/2 and pine State of very good

The Shifts of the Planking are not less than Two 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 with three strakes between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of None Clamps of Ditto

Fastenings.—To Hold Beams a Rod guy & Locking knee to each beam English Oak

Deck Beams English Oak

Number of Breasthooks Four Pointers none Crutches One

Butts End Bolts are of Copper in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Name Mattew J. Miskin

Surveyor's Name John Holman

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,	160	Chain	1	2	Bower, ^{cut} ^{to} ^{as} ^{so} ⁱⁿ	7-0-4 & 7-2-0
1	Fore Top Sails,	80	Hempen Stream Cable	7	1	Stream,	3-3-0
1	Fore Topmast Stay Sails,	80	Hawser	8 1/2	2	Kedge, ^{1/2}	2-0-0 & 1-1-0
1	Main Sails,	80	Towlines	4 1/2			
1	Main ^{Gaff} Top Sails,	80	Warp	3 1/2			
	and <u>all other maysay sails</u> and		All of <u>good</u> quality.				

Her Standing and Running Rigging is all new sufficient in size and good in quality.

She has One Long Boat and

The present state of the Windlass is good Capstan new and Rudder good & Double Purchase Mast good & Bolsters good

General Remarks—Statement and Date of Repairs.

I believe the vessel to be firm, strong, and good, as need be
Built —

Be pleased to send a Certificate of Classification

Mr Charles Graham
2 White Lion Court
London



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

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

New The Amount of the Fee.....£ 2 : 0 : 0 is received by me,
Certificate "A-1"
Special£ : :
John Holman

Committee's Minute 16th March 1844

Character assigned A 1 for 12 years



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