

No. 65 Survey held at Lanarth Date March 8 1841

on the Schooner Maria Master A Parker

Tonnage 131.00 Built at Lanarth When built 1841

By whom built Mattew J. Sheehan Owners Arthur Parker & Co

Port belonging to Leicester Destined Voyage South

If Surveyed Afloat or in Dry Dock in Builders Yard as provided Page 9 Rule 35

65

[Handwritten signature]

Length aloft 58 0 Extreme Breadth 21 1 Depth of Hold 10 6

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches Middle	Inches Ends	Outside.	Inches.	Inside.	Inches.
Timber and Space..... each	23			Keel to Bilge	3	Foot Waling	3 1/2
Floors..... sided	11	Moulded	12 8 1/2	Bilge Planks	4 1/2	Bilge Planks	4
1st Foothooks..... "	9	"	8	Bilge to Wales.....	2 1/2	Ceiling in Flat	3
2nd Ditto..... "	8	"	6	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
3rd Ditto..... "	8	"	6	Topsides	2 1/4	Hold Beam Clamps	
Top Timbers	6 1/2	"	5 1/2 4 3/4	Sheer Strakes	3 1/2	Deck Beam Ditto.....	3 1/2
Deck BeamsN°. of <u>17</u>	9	"	9 7	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks	2 1/2
Hold BeamsN°. of		"		Water-Ways.....	6	Hold Beam Shelves	
Keel	12	"	15	Upper Deck	2 1/2	Deck Beam Ditto.....	
Kelson.....	14	"	15				

Copper.		Copper.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft <u>Iron</u>	1/8	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam	
Scarphs of Keel.....N°. <u>One</u>	3/4	Butt End Bolts	5/8	Deck Beam	7/8
Floor Timber Bolts		Lower Pintle of the Rudder .. <u>Iron</u>	3		
Kelson ditto <u>Heavy L. every floor & keel</u>	1/8				
Transoms and throats of Hooks <u>Iron</u>	1				
Arms of Hooks <u>Copper</u>	7/8				

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 - 9 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 feet

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 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 four 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. Sheehan

Surveyor's Name John Ashman



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,	^{cwt} 7-0-4 & ^{qr} 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,	^{qr} 2-0-0 & ^{qr} 1-1-0
1	Main Sails,	80	Towlines	4 1/2			
1	^{Gaff} Main Top Sails,	80	Warp	3 1/2			
	and <u>all other maysay sails</u> and		All of <u>good</u> quality.	3			

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 Patent

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
Fenchurch*



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

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

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,
Witness
John Holman
Special£ _____

Committee's Minute 16th March 1841

Character assigned A 1 for 12 years