

No. Survey held at Leter Date Sept 1854
 on the Smack Mary Master
 Tonnage Old Built at Lyme When built 1820 Launched
 By whom built Owners The Stamp & Co
 Port belonging to Leter Destined Voyage
 If Surveyed while Building, Afloat, or in Dry Dock in Building Yard

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	61			19		9		
Scantlings of Timber.			Thickness of Plank.					
TIMBER AND SPACE	Inches.		Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	10	Moulded	9	7 1/2	Keel to Bilge	2 1/2	Limber Strakes	2 1/2
1st Foothooks	9	"	7 1/2	8 1/2	Bilge Planks	4 1/2	Bilge Planks	3 1/2
2nd Ditto	8	"	6 1/2	8	Bilge to Wales	2 1/2	Ceiling in Flat	2
3rd Ditto	7	"	5	5	Wales	3 1/2	Ditto Bilge to Clamp	2
Top Timbers	7	"	5	5	Topsides	3 1/2	Hold Beam Clamps	
Deck Beams N° 10	9	"	9	7 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	
Deck Beams, length amidships	9	"	9	7 1/2	Plank Sheers	2 1/2	Ceiling 'twixt Decks	
Hold Beams N°	10	"	14		Water-Ways { Upper Deck	4	Hold Beam Shelves	
Hold Beams, length amidships	10	"	14		Lower Deck	2 1/2	Deck Beam Ditto	
Keel	14	"	14	12	Upper Deck	2 1/2		
Scarphs of Ditto	14	"	14	12				
Keelsons	14	"	14	12				
Scarphs of Ditto	14	"	14	12				

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1		Transoms and throats of Hooks	1		Deck		
Scarphs of Keel N° One	3/4		Arms of Hooks	3/8		Hold Beam Bolts in		
Keelson Bolts through Keel at each Floor	1		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/4		Waterway		
Bolts through Heels of Timbers against Deadwood	3/4		Butt End Bolts	5/8		Shelf or Clamp		
			Pintles of the Rudder	2 1/2		Deck Beam Bolts in		
						Waterway		
						Shelf or Clamp		
						Treenails		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches. The Stem, and Stern Post, consist of English Oak. The Transoms, Aprons, Knight Heads, and Hawse Timbers of Ditto. Deadwood, of English Oak and are — free from all defects. The Floors consist of Ditto. The First Foothooks of Ditto Timber. The Second Foothooks of Ditto. The Third Foothooks and Top Timbers of Ditto. The Shifts of the First and Second Foothooks are not less than 3-8. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Successant. The Frame is well squared from the First Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is well. The alternate Frames are all bolted together to the Gunwale. 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 Keel is English Oak and — free from all defects. The False Keelson is —. The Deck Beams consist of Ditto. The Hold Beams of —. The Knees of English Oak.

Planking Outside.—From the Keel to the Height defined in Note to Table 2, or to the First Foothook Heads, the Plank is English Elm. From the above named Height to the Light Water Mark English Oak. From the Light Water Mark to the Wales Ditto. The Wales and Black-strakes are Ditto. The Topsides English Oak. The Sheer-strakes and Plank-sheers Ditto. The Water-ways { Upper Deck Ditto Lower Deck —. The Decks Got Pine. State of New & Good. The Shifts of the Planking are not less than 5 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 2 and 3 between.

Planking Inside.—The Limber-strakes are English Oak. The Bilge Planks English Oak. The Ceiling, Lower Hold, Ditto. Between Decks Ditto. Shelf Pieces —. Clamps Ditto.

Fastenings.—To Hold Beams —. Deck Beams Dormer and Locking knees and Ten diagonal iron knees. Number of Breasthooks 4. Pointers —. Crutches —. Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English Oak How Made Wood. Thickstuff over Double Floors — 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 Signature Surveyor's Signature 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 .	Weight.
/	Fore Sails,	Chain	150 7/8	Bower,	2 6-2-0
/	Fore Top Sails,	Hempen Stream Cable	75 6	Stream,	1 3-1
	Fore Topmast Stay Sails,	Hawser	75 5	Kedge,	1 1-0
/	Main Sails,	Towlines	75 4		
	Main Top Sails,	Warp	75 2 1/2		
and <u>all this keelway</u>		All of <u>good</u> quality.			

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

She has One Long Boat and _____

The present state of the Windlass is good Capstan _____ Rudder good Pumps good

General Remarks—Statement and Date of Repairs.

This vessel has literally been taken to pieces there is scarcely a timber on her that has not been refitted, the bottom of her Plankings is new outside, inside, and decks, there are but few floors and other timbers of her original build, keel, stem, spruce, keyll heads, sauer timbers, stern post, & rudder also new, ~~bottom~~ bottom assessed is the Builders Certificate of Repairs which appears to be fully correct

John Holman

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

None I am of opinion this Vessel should be Classed A 1 8 years

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, *John Holman*

Special£ 2 : 0 : 0 *James Wood*

Certificate (if required)£ : 2 : 0

Committee's Minute 10th October 1854

Character assigned Best A 1 for 8 years



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