

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 New 81 Owners Thos 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.											
TIMBER AND SPACE .....			Inches.	Thickness of Plank.							
				Outside.				Inches.		Inside.	
				Inches.	Inches.					Inches.	
				Middle	Ends						
Floors .....	sided	10	Moulded	9	7½	Keel to Bilge .....		2½	Limber Strakes .....		2½
1 <sup>st</sup> Foothooks .....	"	9	"	7½	8½	Bilge Planks .....		4½	Bilge Planks .....		3½
2 <sup>nd</sup> Ditto .....	"	8	"	8½	8	Bilge to Wales .....		2½	Ceiling in Flat .....		2
3 <sup>rd</sup> Ditto .....	}	7	"	8	5	Wales .....		3½	Ditto Bilge to Clamp ...		2
Top Timbers .....			"	9	7½	Topsides .....		3½	Hold Beam Clamps .....		
Deck Beams N <sup>o</sup> 10	Average Space } 4 feet	9	"	9	7½	Sheer Strakes .....		3½	Deck Beam Ditto .....		
Deck Beams, length amidships	17-6	"	"	"	"	Plank Sheers .....		2½	Ceiling 'twixt Decks ....		
Hold Beams N <sup>o</sup> _____	Average Space } _____	"	"	"	"	Water-Ways { Upper Deck		4	Hold Beam Shelves .....		
Hold Beams, length amidships	_____	"	"	"	"	Lower Deck		2½	Deck Beam Ditto .....		
Keel .....	"	10	"	14	"	Upper Deck .....		2½			
Scarphs of Ditto .....	5 feet	"	"	14	12						
Keelsons .....	"	14	"	"	"						
Scarphs of Ditto .....	6 feet	"	"	"	"						

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

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

**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 Sufficient

The Frame is well squared from the First Foothook Heads upwards, and thoroughly 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 1/2 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

The Main Keelson 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, the Plank is English Oak

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

The Decks Got Pine Lower Deck Ditto

The Shifts of the Planking are not less than 5 Feet — Inches. State of new & good

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 Iron and Locking Nails and Iron diagonal

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 <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
/	Fore Sails,	Chain .....	150 78 1/4	Bower, .....	2 6-2-0
/	Fore Top Sails,	Hempen Stream Cable .....	75 6		6-2-0
	Fore Topmast Stay Sails,	Hawser .....	75 5	Stream, .....	1 3-1
/	Main Sails,	Towlines .....	75 4		
	Main Top Sails,	Warp .....	75 2 1/2	Kedge, .....	1 1-0
and all this keelson		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 Good 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, but. Sheer, Apron, Keyll Heads. Sawn timbers. Stern Post, & Rudder also new, ~~Plankings~~ Arrived is the Builders Certificate of Repairs which appears to be fully correct

John Holman

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

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,

Special .....£ 2 : 0 : 0

Certificate (if required) .....£ : 2 : 0

Committee's Minute 10th October 1854

Character assigned Best A 1 for 8 Years



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