

No. 588 Survey held at Maryport Date March 4 1843  
 on the Ship Mary Goddard Master J Sparks  
 Tonnage 411 Built at Maryport When built 1843  
 By whom built Messrs Pitsons & Comp Owners Sparks & Co  
 Port belonging to Maryport Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock While Building

Length aloft	Feet. <u>114</u> Inches. <u>2 1/2</u>	Extreme Breadth	Feet. <u>28</u> Inches. <u>2 1/2</u>	Depth of Hold	Feet. <u>14</u> Inches. <u>6</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Timber and Space	each <u>27</u>	Inches. Middle <u>12 1/2</u> Ends <u>12</u>	<b>Outside.</b>	Inches.	<b>Inside.</b>	
Floors	sided <u>12 1/2</u>	Moulded <u>12 1/2</u>	Keel to Bilge	<u>3/4</u>	Foot Waling	<u>3</u>
1 <sup>st</sup> Foothooks	" <u>12</u>	" <u>12</u>	Bilge Planks	<u>4 3/4</u>	Bilge Planks	<u>4</u>
2 <sup>nd</sup> Ditto	" <u>10</u>	" <u>10</u>	Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>2 3/4</u>
3 <sup>rd</sup> Ditto	" <u>10</u>	" <u>9</u>	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>2 3/4</u>
Top Timbers	" <u>8</u>	" <u>6</u>	Topsides	<u>3</u>	Hold Beam Clamps	<u>6</u>
Deck Beams	N <sup>o</sup> . of <u>20</u>	" <u>10</u>	Sheer Strakes	<u>4</u>	Deck Beam Ditto	<u>5</u>
Hold Beams	N <sup>o</sup> . of <u>20</u>	" <u>12 1/4</u>	Plank Sheers	<u>4</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	" <u>13</u>	" <u>11 1/2</u>	Water-Ways	<u>6</u>	Hold Beam Shelves	
Kelsons	" <u>14</u>	" <u>20</u>	Upper Deck	<u>3 1/2</u>	Deck Beam Ditto	

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/4</u>	Bolts thro' the Bilge and Foot Waling	Inches. <u>7/8</u>	Hold Beam	Inches. <u>1 1/4</u> & <u>1 1/8</u>
Scarpshs of Keel	N <sup>o</sup> . <u>10</u>	Butt End Bolts	<u>3/4</u>	Deck Beam	<u>1</u>
Floor Timber Bolts	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>3 5/8</u>		
Kelson ditto	<u>1 1/8</u>			same in Iron above the Copper	<u>1</u>
Transoms and throats of Hooks	<u>1 1/8</u>				
Arms of Hooks	<u>1</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English African the Transoms, Aprons, Knight Heads, Hawse Timbers, of African Timber and are free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 4 feet 6 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 5 feet. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared & sound. 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 all chocked with 4 Butt at each end of the chock. The Main Kelson is composed of African Timber and the False Kelson of African Timber. The Scarpshs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of African.

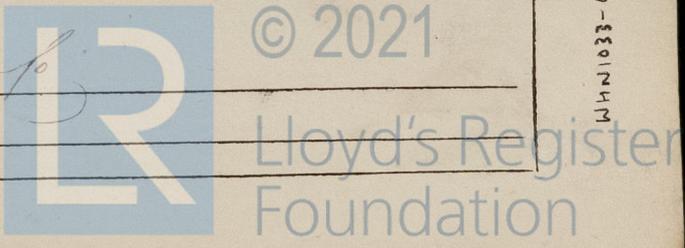
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Rock Elm. From the first Foothook Heads to the Light Water Mark of African Timber. From the Light Water Mark to the Wales of African. The Wales and Black-strakes are of African. The Topsides of African. The Sheer-strakes and Plank-sheers of African. The Water-ways of African. The Decks of Best Yellow Pine State of good. The Shifts of the Planking are not less than 10 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 Three Strakes between

**Planking Inside.**—The Limber-strakes are composed of African the Bilge Planks of African. The Ceiling, Lower Hold, of African Between Decks of African. Shelf Pieces of \_\_\_\_\_ Clamps of African.

**Fastenings.**—To Hold Beams wrought Iron horizontal Binding & eight pair of Vertical Iron Knees. Deck Beams Full Patent Binding and 10 pair of Iron Standard Knees. Number of Breasthooks Six Pointers Six Crutches One. Butts End Bolts are of of metal in the Bottom, and 4 Bolt in each Butt End through and clenched. Bilge and Footwaling are bolted through and clenched. General Quality of Workmanship Best Quality.

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

Builder's Name Robert Pitson & Co  
 Surveyor's Name Robt Fowles



WHL1033-0293

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,	240	Chain .....	13/8	3
2	Fore Top Sails,	1	Hempen Stream Cable .....	8	2
2	Fore Topmast Stay Sails,	1	<i>Chain Steam</i> Hawser .....	7/16	2
2	Main Sails,	1	Towlines .....	6 1/2	
2	Main Top Sails,	1	Warp .....	6	
and <i>Gifts Sea</i>		All of <u>good</u> quality.			

Her Standing and Running Rigging are sufficient in size and of the best quality.

She has a Long Boat and a yawl and gig

The present state of the Windlass is Patent good Capstan good and Rudder good

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over Paper When last done 1843

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

*per* The Amount of the Fee.....£ 5 : 0 : 0 is received by me, Robt Fowles

Special .....£ : :

Committee's Minute 10th March 1843

Character assigned A 1 for 12 years

*[Handwritten signature]*



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