

No. 583 Survey held at Whitehaven Date 17th August 1847
on the Ship "Mary Spencer" Master Not Appointed
Tonnage 429 Built at Whitehaven When built 1847
By whom built Lumley Kennedy & Co Owners W^m Boodle & Co
Port belonging to Whitehaven Destined Voyage East India
If Surveyed Afloat or in Dry Dock While building

Length aloft	Feet. 120	Inches. 5	Extreme Breadth	Feet. 27	Inches. 10 1/4	Depth of Hold	Feet. 18	Inches. 11	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	28		Outside.	Inches.	Inside.		Inches.	
Floors	sided	14	Moulded	14	Keel to Bilge	3 3/4	Foot Waling	4 1/4	
1 st Foothooks	"	11	"	11	Bilge Planks	5	Bilge Planks	1 1/2	
2 nd Ditto	"	10	"	10	Bilge to Wales	4	Ceiling in Flat	3	
3 rd Ditto	"	9	"	9	Wales	5	Ditto Bilge to Clamp	3	
Top Timbers	"	8 1/2	"	7 5/2	Topsides	3 3/4	Hold Beam Clamps	6	
Deck Beams N ^o 22	Average Space } 4 ft 3 in	10	"	10	7	Sheer Strakes	1	Deck Beam Ditto	5
Hold Beams N ^o 18	Average Space } 4 ft	12 1/2	"	12	9	Plank Sheers	2	Ceiling 'twixt Decks	2 1/2
Keel	"	13	"	15	-	Water-Ways	5 1/2	Hold Beam Shelves	-
Kelsons	"	14	"	21	-	Upper Deck	4	Deck Beam Ditto	-
Size of Bolts in Fastenings, distinguishing whether									
Copper			Copper			Copper			
Heel-Knee, and Dead Wood abaft	1 1/4		Bolts thro' the Bilge and Foot Waling	7/8		Hold Beam	1 1/8		
Scarphs of Keel	N ^o 11	7/8	Butt End Bolts	3/4		Deck Beam	1		
Floor Timber Bolts	1 1/8		Lower Pintle of the Rudder	3/4					
Kelson ditto	1 1/4								
Transoms and throats of Hooks	1 1/8								
Arms of Hooks	1								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, are composed of African & English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of African & English Oak and are free from all defects.

The Floors and first Foothooks are composed of African & 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 ft 3 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 ft 6 in

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 & sound

The 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 A Butt at each end of the chock.

The Main Kelson is composed of Greenheart & African Oak and the False Kelson of African Oak

The Scarphs of the Kelsons are not less than 7 feet - inches.

The Deck and Hold Beams are composed of Greenheart African & Mahogany

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Port Elm

From the first Foothook Heads to the Light Water Mark of Foreign White Oak & Mahogany

From the Light Water Mark to the Wales of African & Mahogany

The Wales and Black-strakes are of African The Topsides of Mahogany

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

The Decks of Yellow Pine State of Good

The Shifts of the Planking are not less than 5 Feet 1 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 & English

The Ceiling, Lower Hold, of African Between Decks of Mahogany

Shelf Pieces of None Clamps of African

Fastenings.—To Hold Beams Horizontal Iron Knees two to each End & 9 Pair of Vertical Iron Knees

Deck Beams Horizontal Iron Knees two to each End & 12 Pair of Vertical & Staple Standard

Knees

Number of Breasthooks Six Pointers Two Crutches One

Butts End Bolts are of yellow metal in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling yellow metal & 2 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 Signature _____ Surveyor's Signature Rob^t Fowler

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 .		Est. in gen. lbs.	
2	Fore Sails,	240	Chain	17/16	3	Bower,	20 " 2 " 14	
2	Fore Top Sails,	90	Hempen Stream Cable	9	1	Stream,	19 " 1 " -	
2	Fore Topmast Stay Sails,	90	Hawser	5	1	Kedge,	2 " 1 " 6	
1	Main Sails,	90	Towlines	7				
2	Main Top Sails,	90	Warp	3 1/2				
and <u>Topmast sail bds & Studding sail &c</u>			All of <u>good</u> quality.					

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

She has 4 Long Boat and Yawl & Gig

The present state of the Windlass is Patent Capstan and Rudder Good
New

General Remarks—Statement and Date of Repairs.

This Vessel is entirely Copper fastened fastened in all her Bindings from Keel to Plank Sheer & Waterways & Topgallant Fore castle included, in accordance with the Rule Sect 46 and is fully entitled to the Class Recommended Rob Fowler

This is one of the Ships which I have reported in the Journal of my late visit to Cumberland, as having been built for 13A, but as having iron nails in the Deck, plugged over - I had a conversation with Mr Fowler and Kennedy upon the subject & told them that I thought it would militate against the additional year - that I should bring the case before the Committee & that in justice to Mr Kennedy I would state that which he gave as his reason for driving iron - not because I agreed with his views but because I considered the opinion he held one which a person might fairly entertain - I am much astonished that Mr Fowler should have reported this Ship without any reference to either my objection on the fastening of the planks of the Deck - which, since my visit, he knows is an impediment in the way of the 13th year - Alf Greys August 19th

If Sheathed, Doubled, Felted, or Coppered Yellow Metal 3 Strakes up the ^{Keels} When last done 1847

I am of opinion this Vessel should be Classed 13A.1

The Amount of the Fee.....£ 5 : - : - is received by me, Rob Fowler

Aug Special£ 21 : 9 : -

Certificate (if required)£ - : - : -

Committee's Minute 20th Aug 1847

Character assigned 1 for 13 Year

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