

No. 1223 Survey held at Irvine Date 26th August 1842
on the Brig "Mary Allan" Master George Wade
Tonnage 241 c. m. Built at Irvine When built 23rd August 1842
By whom built Chat Samson & Co Owners James Dunlop & others
Port belonging to Irvine Destined Voyage Glyde to St. Thomas
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. <u>94</u> ^{<u>10</u>} / _{<u>10</u>}	Extreme Breadth	<u>Amidships</u>	Feet. <u>21</u> ^{<u>3</u>} / _{<u>10</u>}	Depth of Hold	Feet. <u>15</u> ^{<u>4</u>} / _{<u>10</u>}	
Scantlings of Timber.				Thickness of Plank.			
Timber and Space	each <u>22</u>	Inches. <u>10 1/2</u>	Moulded <u>11</u>	Outside.	Inches.	Inside.	Inches.
Floors	sided <u>10 1/2</u>			Keel to Bilge	<u>3</u>	Foot Waling	<u>3 1/2</u>
1 st Foothooks	" <u>9 1/2</u>	"	<u>9</u>	Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>4 1/2</u>
2 nd Ditto	" <u>8 1/2</u>	"	<u>8</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto	" <u>7 1/2</u>	"	<u>6 1/2</u>	Wales	<u>4 3/4</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	" <u>7</u>	"	<u>6</u> <u>4 3/4</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>3 1/2</u>
Deck Beams	N ^o . of <u>12</u>	" <u>8</u>	" <u>8 1/4</u> <u>6 1/2</u>	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto	<u>3 1/2</u>
Quarter Deck Beams	" <u>9</u>	" <u>7</u>	" <u>5 1/2</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Hold Beams	N ^o . of <u>13</u>	" <u>10 1/2</u>	" <u>10 1/2</u> <u>8</u>	Water-Ways	<u>7</u>	Hold Beam Shelves	<u>5 1/2</u> <u>5 1/2</u> <u>x 10 1/2</u>
Keel	" <u>11 1/2</u>	" <u>14</u>	" <u>15</u> <u>4</u>	Upper Deck	<u>3</u>	Deck Beam Ditto	<u>5</u> <u>x 10 1/2</u>
Kelsons	" <u>12 1/2</u>	"	"			Lower Deck Spirketting	<u>3 1/2</u>
Deck Beam spaced <u>2 ft 5 inches</u> to <u>5 feet</u>				Size of Bolts in Fastenings.			
Hold do do <u>3 ft 10 inches</u> to <u>7 ft 6 inches</u>				Upper do do			
Copper.				Iron.			
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>	Inches. <u>7/8</u>		Copper.	<u>3/4</u>	Hold Beam	<u>1</u>
Scarpsh of Keel	<u>Yellow Metal</u>	<u>7/8</u>		Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Deck Beam	<u>7/8</u>
Floor Timber Bolts	<u>Iron</u>	<u>1 1/8</u>		Butt End Bolts	<u>5/8</u>		
Kelson ditto	<u>Iron</u>	<u>1 1/8</u>		Lower Pintle of the Rudder	<u>2 1/2</u>		
Transoms and throats of Hooks	<u>1</u>					same in Iron above the Copper	<u>1</u>
Arms of Hooks	<u>Yellow Metal</u>	<u>7/8</u> <u>3/4</u>					<u>7/8</u> <u>3/4</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 Inches. The Space between the Top-timbers is 3 to 5 1/2 Inches. The Stem, Stern Post, are composed of Greenheart the Transoms, Aprons, Knight Heads, Hawse Timbers, of Greenheart & British Oak and are — free from all defects. The Floors, and first Foothooks are composed of British Oak Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 3 ft 6 in to 3 ft 8 inches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Good. The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well square. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than 1/3 to 1/4 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. Cross Chock, full Butts and Scarphs. The Main Kelson is composed of American Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than Six feet — inches. The Deck and Hold Beams are composed of British Oak. One Hold Beam of Greenheart aft.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of American Oak and Pitch Pine. From the Light Water Mark to the Wales of American Oak. The Wales and Black-strakes are of Greenheart, Mora & British Oak. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of British Oak & Greenheart. The Water-ways of Pitch Pine. The Decks of Yellow Pine State of New. The Shifts of the Planking are not less than 5 ft 6 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 two and three between

Planking Inside.—The Limber-strakes are composed of American Oak the Bilge Planks of Amer Oak. The Ceiling, Lower Hold, of American Oak Between Decks of American Oak & Pitch Pine. Shelf Pieces of American Oak Clamps of American Oak. **Fastenings.**—To Hold Beams Iron lodging knees on chocks, and Stringer above and below Beams. Deck Beams Iron lodging knees on chocks, with Stringer, & Six pair of diagonal Iron hanging knees. Number of Breasthooks five below & one above deck Pointers two aft & two forward Crutches one Iron aft. Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Yellow Metal bolted through and clenched. General Quality of Workmanship Good Six Transom knees.

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

Builder's Name

Surveyor's Name

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,	190	Chain	1 1/8	3	Bower, S
1	Fore Top Sails,	80	Hempen Stream Cable	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	6	1	Kedge,
1	Main Sails,	80	Towlines	4 1/2		
2	Main Top Sails,	75	Warp .. Stream Chain	7/8		
and well found in other Sails			All of <u>good</u> quality.			

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has a Long Boat and Silly Boat

The present state of the Windlass is Good, Capstan double Winch and Rudder Good four lead pumps good.
with Gladstone's patent purchase.

General Remarks—Statement and Date of Repairs.

Said on in February, and launched 23rd August 1842. Surveyed at the three prescribed periods, and at other times specially, while Building. Frame all English and Irish Oak, except five or six of the Midship floors, of American Oak, of good quality, and well squared. Shifts of timber good. Built wholly in frame: Cross chocks, full Butts and Scarphs. Planking and Ceiling of good quality, well wrought, and shifted two or three between, three mostly. Number of Beams, fastenings, and Spaces, as described. Bilge Butt & footwaling, Yellow Metal bolter, through and clinched on rings. Nelson bolts of Iron, into each floor; other bolts as described. She has two pointers forward and two aft, and an Iron crutch aft, and the Wing and Rider transoms, are well secured to the sides with diagonal Iron knees. She is well finished, the workmanship generally good, and her Stores and furnishings are complete, and of a good description.

If Sheathed, Doubled, Felted, or Coppered Yellow & Yellow Metal to 12 1/2 ft. fore? When last done 18 months ago

I am of opinion this Vessel should be Classed "GA1"

The Amount of the Fee.....£ 3 : " : " is received by me,

Special£ 10 : 10 : "

Committee's Minute 2nd September 1842

Character assigned A 1 for 9 years



© 2021

Lloyd's Register
Foundation