

No. 2416 Survey held at Berdeen, Date August 12th 1868
on the Ship Ann Mathie, Master J. D. Birnie
Tonnage under tonnage deck 883 Built at Berdeen, When built 1867 Launched July 14th
Hull of poop 108 By whom built Mathie & Son Owners John Mathie & Son
Total tonnage 1093 Port belonging to Berdeen Destined Voyage Sydney
Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	20	0	35	2	20	10	2	10	Two
Scantlings of Timber.									
TIMBER AND SPACE	33		32 1/4						
Floors	14 1/2	14	14	13	13	13			
1 st Foothooks	13	13	13	12 1/2	12	12			
2 nd Ditto	12	12	12	11 1/2	11	11			
3 rd Ditto	11	11	11	10 1/2	10	10			
Top Timbers	11	11	11	10 1/2	10	10			
Deck { No. 33	10	10	10	9 1/4	9 1/4	9 1/4			
Beams {	10	10	10	9 1/4	9 1/4	9 1/4			
Deck Beams, length amidships	32 1/4								
Hold { No. 32	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2			
Beams {	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2			
Hold Beams, length amidships	32 1/4								
Keel	15 1/2	17	30	15 1/2	15 1/2	15 1/2			
Scarp of Ditto	70		70						
Keelsons	17	19	15	14 1/2	14 1/2	14 1/2			
Scarp of Ditto	8 1/2		9 1/2						

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

Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Hold Beam	Waterway
1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Bolts in	Knees
1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Bolts in	Shelf or Clamp
1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	Deck Beam	Waterway
1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	Bolts in	Knees
1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	Nails or Bolts in Flat of Deck	Shelf or Clamp
1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	Treenails	Inches

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 5 1/2 Inches.

The Floors consist of British Oak. The First Foothooks of British Oak.

The Second Foothooks of British Oak. The Third Foothooks and Top Timbers of British Oak.

The Shifts of the First and Second Foothooks are not less than 5 feet. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same.

The Frame is well squared from First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is Good.

The 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 a Butt at each end of the chock. The Main piece of Rudder is Teak, of Windlass is Teak.

The Keel is British Oak. The Main Keelson is Greenheart and is free from all defects.

The Stem, and Stern Post of British Oak & E. I. Teak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak & Teak, Deadwood, Teak, British Oak and are free from all defects.

The Deck and Hold Beams of Greenheart & Greenheart. The Breasthooks of Iron. The Knees of Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Teak Plank.
or to the First Foothook Heads }

From the above named Height to the Light Water Mark East India Teak.

From the Light Water Mark to the Wales Teak.

The Wales and Black-strakes are Teak. The Topsides & Sheer-strakes Teak.

The Spirketting and Plank-sheers Teak. The Water-ways { Upper Deck Teak, Lower Deck Greenheart.

The Decks Yellow pine State Partial Good.

The Shifts of the Planking are not less than Six 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 Stove between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart.

The Ceiling, Lower Hold, and between Decks Teak & Teak. Shelf Pieces and Clamps Greenheart.

Fastenings.—To Hold Beams one Iron Staple Scotching Greenheart.

Scotching Greenheart Scotching Greenheart Scotching Greenheart.

Deck Beams Secured with Iron Staple Scotching Greenheart.

Secured with Iron Staple Scotching Greenheart Scotching Greenheart.

Secured with Iron Staple Scotching Greenheart Scotching Greenheart.

of Breasthooks Four. Pointers None Required Crutches Three.

Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one through and clenched.

Limber Strakes all bolted through and clenched. Treenails all Hand Made.

Double Floors all bolted through and clenched. General Quality of Workmanship Good.

By that the above is a correct description of the several particulars therein given.

Builder John Mathie & Son Surveyor's Signature John Mathie & Son.

ARNS 0296

246. ARN.
Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.			ANCHORS, &c.		
N ^o .				Fathoms.	Size.	Tested to, as per Certificate.	N ^o .	Weight. Ex. Stock.
	Fore Sails,		Chain	300	1 1/2	2 1/2		
	Fore Top Sails,		Hempen Stream Cable ..	90	1 1/2	1 1/2		
	Fore Topmast Stay Sails,		Hawser	90	9	9		
	Main Sails,		Towlines	90	10	10		
	Main Top Sails,		Warp	90	6 1/2	5 1/2		
	and all new.		All of <u>good</u> quality.					

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

She has One Long Boat and Three others,

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Good,

Order for Special Survey,

No. 213 Date Decr 15/68

DATES of Surveys

held while building,

Order for Ordinary Survey,

No. _____ Date _____

as per Section 35.

1st. When the Frame is completed April 26/67

2nd. When the Beams are put in, &c. June 3/67

3rd. { When completed, and before the plank be painted or payed } May 30/68

General Remarks

This Vessel is well built of good and sound material for the twelve years grace - fastened with Iron nails, Yellow metal and galvanized Iron bolts & nuts, in accordance with rule Sect 46. for an additional period of one year, & built under a permanent water tight roof in accordance with rule Sect 52. for a further period of another year, Red lead in accordance with rule Sect 53. The hull has a full poop & topgallant fore-castle built in accordance with rule Sect 37.38 & 41. - Garboard strakes horizontally bolted through the hull & each other clenching - 17 pairs of diagonal plates fitted & bolted outside the frame timbers & set apart, 5 in by 1/2 the whole in accordance with rule Sect 39. - 15 pairs of timbers of 14 in square through bolted in accordance with rule Sect 39. - The bilge & thick strakes over the short floor head Cheeks are through bolted & clenched in accordance with the same rule. - The Caulking inspected sundry times during the progress & all proved satisfactory. Anchors & Chains tested at Lloyd's public Chain & Anchor proving House. Jewell & Son, Newcastle upon Tyne. Certificates signed Rob^t Marshall Esq^r June 8th 10th & 13th 1868. Masters Mess^{rs} John Abbott & Co.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Yellow metal & felt When last done 1868

I am of opinion this Vessel should be Classed 14. A. 1.

The Amount of the Fee, £ 5 : - - is received by me, Wm. Hallis

Special

Certificate

£ 54 : 13 : -

Committee's Minute

Character assigned

A 14 Years



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