

No. 556 Survey held at Woolford Date 5 March 1849  
 on the Schooner Annitta Master Thomas Holman  
 Tonnage 88 Built at Woolford When built 1849 Thomas Stephen Copping  
 By whom built George Cox Owners Thomas Stephen Copping  
 Port belonging to Cork Destined Voyage Cardiff  
 If Surveyed Afloat or in Dry Dock on the stocks & at Woolford

Length aloft 68 Feet. 11 Inches. Extreme Breadth 17 Feet. 11 Inches. Depth of Hold 10 Feet. 2 Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	Inches.	Inches Middle	Inches Ends	Outside.	Inches.	Inside.	Inches.
Decks	21			Keel to Bilge	2 1/2	Foot Waling	3
Foothooks	10	Moulded	12 9/16	Bilge Planks	4 1/2	Bilge Planks	3
Ditto	8 3/4	"	8 3/4	Bilge to Wales	2 1/2	Ceiling in Flat	2
Ditto	7 1/2	"	7 1/2	Wales	4	Ditto Bilge to Clamp	2
Top Timbers	6 1/2	"	6 4/16	Topsides	3	Hold Beam Clamps	3
Deck Beams N° 46	8	"	8 6	Sheer Strakes	3	Deck Beam Ditto	3
Hold Beams N° 2	8	"	8 6	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2
Keel	10	"	12	Water-Ways	5	Hold Beam Shelves	1
Keelsons	13	"	14	Upper Deck	2 3/4	Deck Beam Ditto	4

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
	Inches.		Inches.		Inches.
Keel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	7/8
Scarphs of Keel N° 6	3/4	Butt End Bolts	5/8	Deck Beam	7/8
Timber Bolts	1	Lower Pintle of the Rudder	2 1/4		
Keelson ditto	1				
Transoms and throats of Hooks	7/8				
Stems of Hooks	3/4				

**Planking.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are all 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 3 1/6 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 feet. The keel is all squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is all

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 a Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of all. The Scarphs of the Kelsons are not less than 7 feet 11 inches. The Deck and Hold Beams are composed of all English Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English & American Elm. From the first Foothook Heads to the Light Water Mark of all English Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of all. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of all. The Water-ways of all. The Decks of Yellow Pine State of Very Good. The Shifts of the Planking are not less than 5 Feet 11 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 through strakes between

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

**Fastenings.**—To Hold Beams Iron Lodging, knees are bolted. Deck Beams Wood Lodging, & Lodging knees also a shelf piece. Number of Breasthooks four Pointers all Crutches all. Butts End Bolts are of 5/8 copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling 3/4 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 George Cox Surveyor's Signature James Powell



B1073-0282

Her Masts, Yards, &c. are in all new 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> .
/	Fore Sails,	70	Chain .....	7/8	2
/	Fore Top Sails,	75	Hempen Stream Cable .....	15/16	1
/	Fore Topmast Stay Sails,	75	Hawser .....	5	2
/	Main Sails,	70	Towlines .....	4	
/	Main Top Sails,	70	Warp .....	3	
and <u>one complete</u> <u>set of sails</u>		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 \_\_\_\_\_

The present state of the Windlass is Good Capstan \_\_\_\_\_ and Rudder Good

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

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

I am of opinion this Vessel should be Classed N.A.

The Amount of the Fee.....£ 0 : 5 : 5 is received by me,

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 9<sup>th</sup> March 1849

Character assigned N.A.

*James Brown*

*Deposited - and  
L. Shrewsbury*



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Foundation