

No. 556 Survey held at Widford

Date 5 March

1849

on the Schooner Annitta Master Thomas Holman

Tonnage 88 Built at Widford When built 1819 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 Widford

Length aloft 68 Feet. 0 Inches. Extreme Breadth 17 Feet. 0 Inches. Depth of Hold 10 Feet. 2 Inches.

Scantlings of Timber.

Timber and Space	each	Inches.	Moulded	Inches.	Middle	Inches.	Ends
Decks	sided	<u>21</u>	<u>10</u>	<u>12</u>	<u>9 1/2</u>		
Foothooks	"	<u>8 3/4</u>	"	<u>8 3/4</u>			
Ditto	"	<u>7 1/2</u>	"	<u>7 1/2</u>			
Ditto	"	<u>6 1/2</u>	"	<u>6</u>	<u>4 1/2</u>		
Top Timbers	"	<u>8</u>	"	<u>8</u>	<u>6</u>		
Deck Beams N° <u>46</u>	Average Space <u>3' 10"</u>	<u>8</u>	"	<u>8</u>	<u>6</u>		
Hold Beams N° <u>3</u>	Average Space	<u>8</u>	"	<u>8</u>	<u>6</u>		
Keel	"	<u>10</u>	"	<u>12</u>			
Kelsons	"	<u>13</u>	"	<u>14</u>			

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	<u>2 1/2</u>	Foot Waling	<u>3</u>
Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>3</u>
Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2</u>
Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2</u>
Topsides	<u>3</u>	Hold Beam Clamps	<u>3</u>
Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>3</u>
Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2</u>
Water-Ways	<u>5</u>	Hold Beam Shelves	<u>1</u>
Upper Deck	<u>2 3/4</u>	Deck Beam Ditto	<u>4</u>

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.

	Inches.
Keel-Knee, and Dead Wood abaft	<u>1</u>
Scarpings of Keel N° <u>6</u>	<u>3/4</u>
For Timber Bolts	<u>1</u>
Kelson ditto	<u>1</u>
Transoms and throats of Hooks	<u>7/8</u>
Stems of Hooks	<u>3/4</u>

Copper or Iron.

	Inches.
Bolts thro' the Bilge and Foot Waling	<u>3/4</u>
Butt End Bolts	<u>5/8</u>
Lower Pintle of the Rudder	<u>1 1/4</u>

Iron.

	Inches.
Hold Beam	<u>7/8</u>
Deck Beam	<u>7/8</u>

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 1/2 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

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 well chocked with a Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of

The Scarphs of the Kelsons are not less than 7 feet 0 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 3 1/2 inch 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 do The Topsides of English Oak

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

The Decks of Yellow Pine State of Very Good

The Shifts of the Planking are not less than 5 Feet 0 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 thru strakes between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English

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 well bolted

Deck Beams Wood Lodging, & Lodging knees also a shelf piece

Number of Breasthooks four Pointers 0 Crutches 0

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 do 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 Brown

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 ^o .		Fathoms.		Inches.	N ^o .		
1	Fore Sails,	70	Chain	7/8	2	Bower	6" 3" 0" - 7" 1" 6"
1	Fore Top Sails,	75	Hempen Stream Cable	15/16	1	Stream,	3" 1" 3"
1	Fore Topmast Stay Sails,	75	Hawser	6 1/2	2	Kedge,	2" 0" 5" - 1" 0" 6"
1	Main Sails,	70	Towlines	5			
1	Main Top Sails,	70	Warp	4			
and <u>one complete</u>			All of <u>good</u> quality.	3			
<u>sets of sails</u>							

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 12 A

The Amount of the Fee.....£ 1 : 5 : 5 is received by me,

Mar

Special£ : :

Certificate (if required)£ : :

Committee's Minute 9th March 1849

Character assigned 12 A

Deposited - and
L. Shewen

