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No. 166 Survey held at Cannarvon Date July 29 18 40
on the Schooner Anne Master Robert Roberts
Tonnage 105 626 Built at Pollhedy When built 18 May 1840
By whom built John Pritchard Owners R. Roberts and John Pritchard
Port belonging to Pollhedy Destined Voyage Somerset
If Surveyed Afloat or in Dry Dock On the Stocks and when completed

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	62	7		19	6		11	6

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	sided	11 1/2	Moulded	Keel to Bilge	2 1/2	Foot Waling	3
1st Foothooks	"	10	"	Bilge Planks	5 1/2	Bilge Planks	2
2nd Ditto	"	9 1/2	"	Bilge to Wales	2 1/2	Ceiling in Flat	2
3rd Ditto	"	7	"	Wales	3 1/2	Ditto Bilge to Clamp	2
Top Timbers	"	7	"	Topsides	2	Hold Beam Clamps	2 1/2
Deck Beams N° of 16	"	9 1/2	"	Sheer Strakes	2 1/2	Deck Beam Ditto	2 1/2
Hold Beams N° of 3	"	9 1/2	"	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2
Keel	"	10	"	Water-Ways	3 1/2	Hold Beam Shelves	2 1/2
Kelsons	"	13	"	Upper Deck	2 3/4	Deck Beam Ditto	4

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft	1 1/8	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	3/4 x 7/8
Scarphs of Keel	N°.	Butt End Bolts	3/4	Deck Beam	3/4 x 7/8
Floor Timber Bolts	1 1/8	Lower Pintle of the Rudder	2 1/2		
Kelson ditto	1 1/8				
Transoms and throats of Hooks	1 1/8				
Arms of Hooks	1 1/8				

Timbering.—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 feet N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are None

The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is Square & true

The alternate Frames are well bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than 7/8 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 English Oak

The Scarphs of the Kelsons are not less than none feet inches.

The Deck and Hold Beams are composed of English Oak

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

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak

The Decks of Yellow Pine State of New and good

The Shifts of the Planking are not less than 5 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 well and close between

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

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of English Oak Clamps of English Oak

Fastenings.—To Hold Beams 6 Inch Sixed Oak Nails

Deck Beams 5 3/4 Inch Sixed Oak Nails

Number of Breasthooks None Pointers None Crutches Four Transoms & Nails Oak

Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron 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 Name John Pritchard

Surveyor's Name John Pritchard

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,	150	Chain	4 3/8	2	Bower,	7-0-0
1	Fore Top Sails,	80	Hempen Stream Cable	7	1	Stream,	8-1-12
1	Fore Topmast Stay Sails,	80	Hawser	5	2	Kedge,	4-0-0
1	Main Sails,	80	Towlines	4			1-2-0
1	Main Top Sails,	80	Warp	3			2-2-0
and <u>all new & complete</u>			All of <u>good</u> quality.				

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

She has one Long Boat and no other

The present state of the Windlass is New Capstan new and Rudder New

General Remarks—Statement and Date of Repairs.

This Vessel was built under my most particular
inspection of the best of English Oak and good workmanship
she is well found in Anchors chains Ropes Sails &c. and in
my opinion a fit and proper Vessel to carry dry and perishable
Cargoes to all parts of the World

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 12 A1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ : :

John Pany

Committee's Minute 11th August 1840

Character assigned A 1 in 12 May 1840



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