

No. 1226 Survey held at Cardigan Date 19th September 1871  
on the Barque "Ann Wilson" Master Thomas Lewis  
Tonnage under tonnage deck 371'68 Built at Pembroke in the When built 1854 Launched Not known  
Ditto of poop or spar deck 55'97 United States of America Owners Thomas Davies  
Total tonnage 431'59 Port belonging to Shields Destined Voyage Not known  
If Surveyed while Building, Afloat, or in Dry Dock Laid on Blocks

Length as per section 39 ..	Feet. 135	Inches. 6	Extreme Breadth Outside	Feet. 29	Inches. 0	Depth of Hold .....	Feet. 14	Inches. 7	Number of Decks	One
Length of Keel .....	135	6	IN SHIP. Moulded. Sided. Middle. Ends.	29	0	(Depth from limber-strakes to under side of lower deck beam	14	7	7ft 4 1/2	
<b>Scantlings of Timber.</b>										
TIMBER AND SPACE .....	26					<b>Outside Plank.</b>				
Floors .. Double ..	11 1/2	13				Garboard Strakes ..				Dimensions of Ship per Register, ft. length 135 1/2 breadth 29 depth 14 7/8
1st Foothooks .....	10 1/2	12				Garboard to Bilge ..				
2nd Ditto .....	10	10				Bilge Planks .....	Not seen			
3rd Ditto .....	9 1/2	9	6			Bilge to Wales .....				
Top Timbers .....	9 1/2	8	6			Wales .....	5			
Deck } No 20 Average } 4ft 10ins	13 1/2	12	10			Topsides .....	4			
Beams } Space }						Sheer Strakes .....	4			
Deck Beams, length amidships ..	27ft 2 inches					Plank Sheers .....	5			
Hold } No 11 Average } 11ft 4 1/2ins	12	12	10			Water } Upper Deck 13x15				
Beams } Space }						Ways } Lower Deck 7 1/2 x 13 1/2				
Hold Beams, length amidships ..	24ft 4 inches					Ditto, faying surface against Timbers ..	waterway			
Keel as measured as possible	13	18				Upper Deck .....	3			
Scarp of Ditto .....	Not seen									
Keelsons .....	14	13								
Shoals of Keelsons .....	14	12								
Ditto of Keelsons .....	12	12								

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
Heel-Knee, & Deadwood abaft	Iron		Transoms and throats of Hooks	Iron	
Scarp of Keel, No.	Where seen		Arms of Hooks .....	except as described in section	
Keelson Bolts through Keel at each Floor .....	Where seen		Thro' Bilge & Limber Strakes		
Bolts thro' Heels of Timbers against Deadwood .....	Where seen		Thickstuff over Double Floors		
			Butt End Bolts .....		
			Short Bolts in Ceiling .....		
			Pintles of the Rudder ..	4 1/2 x 3 1/2	

Hold Beam Bolts in { Waterway ..  
Knees .....  
Shelf or Clamp  
Deck Beam Bolts in { Waterway ..  
Knees .....  
Shelf or Clamp  
Nails or Bolts in Flat of Deck  
Treenails ..... Inches 1 1/8

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 3 1/2 inches. The Space between the Top-Timbers is 3 1/4 inches.  
The Floors consist of Belgian Birch & Pitch pine The First Foothooks of Birch & Pitch pine  
The Second Foothooks of Birch and Pitch pine The Third Foothooks and Top Timbers of Pitch pine  
The Shifts of the First and Second Foothooks are not less than Not seen N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are Not seen  
The Frame is Where seen squared from First Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is square  
The Frames are Not seen bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are Not seen close together; their thickness not less than Not seen of the entire moulding at that place.  
The Frame is Not seen choiced with Butt at each end of the choick. The Main piece of Rudder is Eng. Oak of Windlass is Teak  
The Keel is Birch The Main Keelson is Birch and Not seen free from all defects.  
The Stem, and Stern Post of American Birch The Transoms, Knight Heads, Hawse Timbers, and Aprons of Pitch pine & Birch Deadwood, of Not seen and are free from all defects.  
The Deck and Hold Beams of Pitch pine The Breasthooks of Birch & Pitch pine The Knees of Birch & Pitch pine

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is Not seen  
or to the First Foothook Heads }  
From the above named Height to the Light Water Mark Not seen only in openings Pitch pine  
From the Light Water Mark to the Wales Not seen ditto  
The Wales and Black-strakes are Pitch pine The Topsides & Sheer-strakes Pitch pine  
The Spirketting and Plank-sheers Pitch pine The Water-ways { Upper Deck Pitch pine  
Lower Deck Ditto  
The Decks Pitch pine State of Sound  
The Shifts of the Planking are not less than 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 Where seen between, and without step-buttting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Pitch pine  
The Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps Pitch pine  
**Fastenings.**—To Hold Beams Double leading knees in each spar of American H wood and a pair of iron knees extending down to the floors fastened with Yellow Metal bolts through and clenched where seen firm and secure.  
Deck Beams Double leading knees of American H wood in each spar, 3 hanging knees of iron, 6 staple knees of iron and 5 standard knees of wood and 3 diagonal sides amidships.  
Number of Breasthooks 4 Wood & 2 Iron Pointers as shown on sketch Crutches Two Iron  
Butt End Bolts are of as shown on sketch the Bottom. Bolts in each Butt End as per sketch through and clenched.  
Bilge and Limber Strakes Ditto bolted through and clenched. Treenails of Hard wood How Made  
Thickstuff over Double Floors as per sketch bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given  
Builder's Signature \_\_\_\_\_ Surveyor's Signature J. S. Pentemall



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

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
		Chain .....	90	1 1/4		1 1/4		Bowers .....	1	17 lb		15.1-0	
	Fore Sails,		90	1 1/4		1 1/4			1	17 lb			
	Fore Top Sails,		60	1 1/4		1 1/4			1	16 lb			
	Fore Topmast Stay Sails,	Hempen Stream Cable	100	8		7 1/2		Stream .....	1	6 3/4		6.2-0	
	Main Sails,	Hawser .....	60	10									
	Main Top Sails,	Towlines .....	100	7		5 1/2		Kedges .....	2	3.1-0		3.1-14	
	and Spare Sails	Warp .....	100	7									
		All of <u>good</u> quality.											

Her Standing and Running Rigging Temp & Wire sufficient in size and good in quality.

She has One Long Boat and one other

The present state of the Windlass is Good Capstan 2 Iron Rudder Good Pumps 2 pair Centiron  
if leak 2 feet 3 inch diameter

Order for Special Survey,  
No. \_\_\_\_\_ Date \_\_\_\_\_

DATES of Surveys  
held while building,  
as per Section 35.

- 1st. When the Frame is completed \_\_\_\_\_
- 2nd. When the Beams are put in, &c. \_\_\_\_\_
- 3rd. { When completed, and before the } Nil  
plank be painted or payed }

Order for Ordinary Survey,  
No. \_\_\_\_\_ Date Nil

General Remarks

The "Ann Wilson" is a very good vessel, strong built, in a good state of preservation as may be seen by the core of Auger boring taken from different parts of the vessel, forwarded in paper parcels in a box in order that the Committee may form their own opinion thereon.

A Midship Section showing the mode of fastenings and a Profile shewing the direction of the Iron Joints and Riggers is sent for the same object.

As regards the deck it is worn in some places but not less than 2 3/4, I have satisfied myself that it is sound and that of the beams by boring them in various parts most likely to be defective - but found sound and good, hence the sheathing as shown on sketch to save the removal of the Coop and Breach.

The Metal Sheathing on the bottom found in good condition I beg to submit that the Committee be pleased favourable to consider the relaxation of the Rule as requested by the Owner relative thereto.

Present condition of Caulking of Bottom, Good Deck, Wooden and Waterways now done  
If Sheathed, Doubled, Felted, or Coppered Yellow Metal on felt When last done October 1870.

I am of opinion this Vessel should be Classed in Red

The Amount of the Fee .....£ : : is received by me,  
Special .....£ : :  
Certificate .....£ : :  
As shown on the Report of Survey for Repairs.

U. S. 71-7 years

Committee's Minute \_\_\_\_\_ 18 \_\_\_\_\_

Character assigned \_\_\_\_\_

