

Recd 2/5/48

No. 726 Survey held at Cork Date 13<sup>th</sup> April 1848  
 on the Schooner "Annie" Master Timothy M. Carthy  
 Tonnage 120 Built at Passage West When built 1837  
 By whom built M. & H. Brown Owners Insurance Co  
 Port belonging to Cork Destined Voyage Coasting  
 If Surveyed Afloat or in Dry Dock Upon a Steaming Barge

Length aloft	Feet. <u>44</u> Inches. <u>4</u>	Extreme Breadth	Feet. <u>19</u> Inches. <u>5</u>	Depth of Hold	Feet. <u>11</u> Inches. <u>9</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Timber and Space	each <u>20</u>		<b>Outside.</b>	Inches.	<b>Inside.</b>	
Floors	sided <u>10</u>	Moulded <u>10</u> <u>9</u>	Keel to Bilge	<u>2 1/2</u>	Foot Waling	<u>2 1/2</u>
1 <sup>st</sup> Foothooks	" <u>8</u>	" <u>7 1/2</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>3 1/2</u>
2 <sup>nd</sup> Ditto	" <u>8</u>	" <u>7 1/2</u> <u>6 1/2</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 <sup>rd</sup> Ditto	" <u>7</u>	" <u>6 1/2</u> <u>5 1/2</u>	Wales	<u>3 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	" <u>6 1/2</u>	" <u>5 1/2</u> <u>5</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>5 1/2</u>
Deck Beams N <sup>o</sup> <u>4</u>	Average Space } <u>4 feet</u>	" <u>8</u> <u>5 1/2</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>5 1/2</u>
Hold Beams N <sup>o</sup> <u>3</u>	Average Space } <u>10</u>	" <u>10</u> <u>10</u>	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	" <u>10</u>	" <u>9</u> <u>9</u>	Water-Ways	<u>5</u>	Hold Beam Shelves	"
Kelsons	" <u>11</u>	" <u>11</u> <u>11</u>	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto	"

<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
<b>Copper or Iron.</b>	Inches.	<b>Copper or Iron.</b>	Inches.
Heel-Knee, and Dead Wood abaft	"	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>
Scarphs of Keel N <sup>o</sup>	"	Butt End Bolts	<u>5/8</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>3/4</u>
Kelson ditto	<u>1</u>		
Transoms and throats of Hooks	<u>1</u>		
Arms of Hooks	"		

**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 four Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. Spar as can be seen Timber.

The Floors and first Foothooks are composed of English Oak

The other Foothooks and Top Timbers of English & White Oak

The Shifts of the first and second Foothooks are not less than        N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are       

The Frame is        squared from the first Foothook Heads upwards, and        free from sap, and from thence downwards, the frame is       

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

The Butts of the Timbers are        close together; their thickness not less than        of the entire moulding at that place.

The Frame is        chocked with a Butt at each end of the chock. above the Bilge

The Main Kelson is composed of Am<sup>r</sup> White Oak and the False Kelson of       

The Scarphs of the Kelsons are not less than        feet        inches.

The Deck and Hold Beams are composed of English Oak & Jambs, & Am<sup>r</sup> Red Pine

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Am<sup>r</sup> "Blm"

From the first Foothook Heads to the Light Water Mark of Am<sup>r</sup> "Blm" & Am<sup>r</sup> "White Oak"

From the Light Water Mark to the Wales of Am<sup>r</sup> "White Oak"

The Wales and Black-strakes are of Am<sup>r</sup> "White Oak" The Topsides of Am<sup>r</sup> "White Oak"

The Sheer-strakes and Plank-sheers of Am<sup>r</sup> "White Oak" The Water-ways of Am<sup>r</sup> "White Oak"

The Decks of Yellow Pine State of all new

The Shifts of the Planking are not less than four 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 three Planks between

**Planking Inside.**—The Limber-strakes are composed of Am<sup>r</sup> "White Oak" the Bilge Planks of Am<sup>r</sup> "Blm"

The Ceiling, Lower Hold, of Red Pine & Oak Between Decks of Red Pine

Shelf Pieces of        Clamps of Am<sup>r</sup> "White Oak" & Red Pine

**Fastenings.**—To Hold Beams Double Wood Lapping Pins

Deck Beams Bolted to Clamps and a diagonal Oak Pin to each Beam end

Number of Breasthooks Four Pointers        Crutches       

Butts End Bolts are of Am<sup>r</sup> in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Am<sup>r</sup> bolted through and clenched. frames only

General Quality of Workmanship       

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature        Surveyor's Signature George H. Lloyd



Her Masts, Yards, &c. are in good 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> .	
2	Fore Sails,	160	Chain .....	7/8	2	Bower,
1	Fore Top Sails,	50	Hempen Stream Cable .....	3/4	1	Stream,
1	Fore Topmast Stay Sails,	70	Hawser .....	5	1	Kedge,
1	Main Sails,	90	Towlines .....	1		
1	Main Top Sails,	90	Warp .....	3 1/2		
and all in <u>good</u> condition.			All of <u>fair</u> quality.			

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

She has one Long Boat and one Small Boat

The present state of the Windlass is good Capstan Wherry and Rudder good

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

This Vessel has now been shipped from the Dock Beam Clamps to the Bilges put in fifteen new Trunkers on Starb<sup>d</sup> Side and Thirteen new Trunkers on Sack<sup>d</sup> Side, cross checked where required, new Ceiling Mold Clamps of Red Pine, four Planks shifted in each run aft outside, and two new Oak Planks at Red Pine, entire new Sides & Deckings, Three new Mold Beams Red Pine, & new Truss Fastenings, all run through & secured, Bulk Heads battened where required, and Caulked all over.

New lower Masts, put new Riggings & set new Sails, &c

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

I am of opinion this Vessel should be Classed As a fit state to carry a cargo

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

Expenses & Special .....£ 2 : 2 : 0

Certificate (if required) .....£ 0 : 5 : 0

Committee's Minute 2<sup>nd</sup> May 1848

Character assigned As a fit state to carry a cargo



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Foundation