

No. 783 Survey held at Dartmouth Date August 11th Rec 22 Aug
on the Schooner Ann Ingate Master John Madge 1845
Tonnage 161¹⁸⁴³ Built at Dartmouth When built 1845
By whom built Mr Andrew Alford Owners Mrs Jennings &c
Port belonging to Dartmouth Destined Voyage Patras
If Surveyed Afloat or in Dry Dock in the prescribed stages of Construction & again this day

Length aloft	Feet. 76	Inches. 4 1/2	Extreme Breadth	Feet. 19	Inches. 7 1/2	Depth of Hold	Feet. 13	Inches.
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	21	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	sided	9c 10c	Moulded	12 8 1/2	Keel to Bilge	2 1/2	Foot Waling	2 1/2
1 st Foothooks	"	9c	"	8 1/2 7	Bilge Planks	2 1/2	Bilge Planks	2 1/2 3
2 nd Ditto	"	8 1/2	"	7 6 1/2	Bilge to Wales	2 1/2	Ceiling in Flat	2
3 rd Ditto	"	6 1/2 7	"	6 1/2 6	Wales	3 1/2 4	Ditto Bilge to Clamp	2
Top Timbers	"	6 1/2 7	"	6 1/2 5	Topsides	3c 2 1/2	Hold Beam Clamps	2 1/2
Deck Beams	N ^o . of 19 distant	9c 9c 1/2	"	9 6	Sheer Strakes	3	Deck Beam Ditto	3c 2 1/2
Hold Beams	N ^o . of 4	8c 9c	"	8 1/2 6	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Keel	2 pieces	9 3/4	"	13 15	Water-Ways	6 1/2 8	Hold Beam Shelves	2 1/2
Kelsons	2	14	"	13	Upper Deck	2 1/2	Deck Beam Ditto	2 1/2
Copper. Iron			Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	C 1	Inches.	Copper.			Inches.	Iron.	
Scarp of Keel	N ^o 6 C 3/4		Bolts thro' the Bilge and Foot Waling			3/4	Hold Beam	
Floor Timber Bolts	C 7/8		Butt End Bolts			5/8	Deck Beam	
Kelson ditto	Iron 1		Lower Pintle of the Rudder			2 1/2		
Transoms and throats of Hooks	Iron 1 1/2 7/8		same in Iron above the Copper					
Arms of Hooks	2 lower C 7/8 3/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 7 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are very free from all defects.

The Floors and first Foothooks are composed of Ditto Timber.

The other Foothooks and Top Timbers of Ditto

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 Five feet

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

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

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

The Frame is well choiced with inch Butt at each end of the choick where not so is regularly dowelled

The Main Kelson is composed of English Oak and the False Kelson of English & Amⁿ White Oak

The Scarphs of the Kelsons are not less than Six 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 English Elm

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

From the Light Water Mark to the Wales of Do Oak

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

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

The Decks of Amⁿ Yellow Pine State of very good

The Shifts of the Planking are not less than Five 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 Strakes 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 Ditto

Shelf Pieces of (none) Clamps of Ditto

Fastenings.—To Hold Beams Iron knees

Deck Beams Double Lodging knees of English Oak

Number of Breasthooks four Pointers two Crutches one

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

Bilge and Footwaling Ditto bolted through and clenched.

General Quality of Workmanship is very good

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

Builder's Name Andrew Alford
Surveyor's Name W. Newman

Please send Certificate of Alford to the Admiralty

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 .		
1	Fore Sails,	180	Chain	1 1/6	2	Bowes	10-0-0 - 8-3-0
1	Fore Top Sails,	76	Hempen Stream Cable	3/4	1	Stream,	4-2-0
1	Fore Topmast Stay Sails,	70	Hawser	6	2	Kedges	3-0-0 - 1-2-0
1	Main Sails,	100	Towlines	3 1/2			
1	Main Top Sails,	100	Warp	4 1/2			
and <u>all light sails</u>			All of <u>best</u> quality.				

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

She has one Long Boat and one jolly-boat

The present state of the Windlass is very good Capstan none and Rudder very good

General Remarks — Statement and Date of Repairs.

I beg to consider the within named schooner to be a strong well built vessel that has in her construction & equipment the requisites for a First Class vessel - W. Newman

ATMOUTH
22 AUG 22
1845

EW
22 AUG 22
1845

"Wagon & requisites office"

Charles Graham Esq

Londons



If Sheathed, Doubled, Felted, or Coppered Sheathed with Copper When last done July 1845

I am of opinion this Vessel should be Classed to L. W. Mark - 12 - A-1.

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

Special£ 5 - - Certificate

Committee's Minute 22 Aug 1845

Character assigned A 1 for 2 years



© 2021

Lloyd's Register
Foundation

LRF/PUN/DRT96/21R