

No. 621 Survey held at Dundee Date July 1841
 on the Barge Ann Miln Master George Thoms
 Tonnage 564 5/10 Built at Dundee When built June 1841
 By whom built Thomas Adamson Owners Robert Leslie
 Port belonging to Dundee Destined Voyage New South Wales
 If Surveyed Afloat or in Dry Dock Surveyed at Dundee previous to building finished

Length aloft	Feet. 119	Inches. 5/10	Extreme Breadth	Feet. 26	Inches. —	Depth of Hold	Feet. 19	Inches. 2/10
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	Inches. 14		Inches Middle	Inches Ends	Outside.	Inches.	Inside.	Inches.
Floors..... sided	12 1/2	Moulded	15	11	Keel to Bilge	3	Foot Waling	4 1/2
1 st Foothooks..... "	11	"	11	10	Bilge Planks	5	Bilge Planks	4
2 nd Ditto..... "	10 1/2	"	10	9	Bilge to Wales	4	Ceiling in Flat	3
3 rd Ditto..... "	10	"	9	8	Wales	5	Ditto Bilge to Clamp	3
Top Timbers..... "	10	"	9	5	Topsides	3	Hold Beam Clamps	4 1/2
Deck BeamsN ^o . of 23	11	"	12	6	Sheer Strakes	4	Deck Beam Ditto.....	3 1/2
Hold BeamsN ^o . of 17	13	"	13	9	Plank Sheers.....	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel.....	12	"	15		Water-Ways	6 1/2	Hold Beam Shelves	5
Kelsons.....	14	"	18		Upper Deck	3 1/4	Deck Beam Ditto.....	4
	13	"	18					
Copper.			Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	1 1/4		Copper.				Iron.	
Scarphs of Keel.....N ^o . 9	3/4		Bolts thro' the Bilge and Foot Waling	7/8		Hold Beam	1 1/8	
Floor Timber Bolts	1		Butt End Bolts	5/8		Deck Beam	7/8	
Kelson ditto	1 1/8		Lower Pintle of the Rudder	3/4				
Transoms and throats of Hooks	1 1/8							
Arms of Hooks	7/8							
			same in Iron above the Copper.....					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of African and English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of African and English oak and are all free from all defects. The Floors and first Foothooks are composed of British oak Timber. The other Foothooks and Top Timbers of British oak. The Shifts of the first and second Foothooks are not less than 4 ft 9 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 ft 9 in. The Frame is well squared from the first Foothook Heads upwards, and is many free from sap, and from thence downwards, the frame is remarkably well squared. The ~~frames~~ 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 Quebr oak and the False Kelson of Quebr oak and Elm. The Scarphs of the Kelsons are not less than 6 feet 5 inches. The Deck and Hold Beams are composed of English and African oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Pitch Pine. From the Light Water Mark to the Wales of Pitch Pine. The Wales and Black-strakes are of African and English oak The Topsides of Pitch pine. The Sheer-strakes and Plank-sheers of African and English oak The Water-ways of Red pine. The Decks of Yellow pine State of Best quality. 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 Three between Inside.—The Limber-strakes are composed of Quebr white oak the Bilge Planks of Quebr white oak. Lower Hold, of Quebr white oak Between Decks of Pitch pine. Quebr white oak Clamps of Quebr white oak. Hold Beams An iron strap round a timber 2 Shill pines and Engl iron band 1 brass each side. An iron strap round a timber a Shill pine and Elm iron band 1 brass each side. Hooks Five Pointers Two Crutches one. of Mar-Metal & Copper in the Bottom, and one Bolt in each Butt End through and clenched. Mar-Metal & Copper bolted through and clenched. Workmanship Superior. The preceding is a correct description of the above-named Vessel.

Builder's Name _____
 Surveyor's Name David Crichton

Her Masts, Yards, &c. are in Best 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,	240	Chain	1 1/2	3	Bower, S	26-5-0
2	Fore Top Sails,	90	Hempen Stream Cable	9	1	Stream,	22-0-0
2	Fore Topmast Stay Sails,	90	Hawser	7	2	Kedge, S	20-0-0
1	Main Sail,	90	Towlines	4			
2	Main Top Sails,	90	Warp	3 1/2			
and <u>Well found with the sails</u>			All of <u>Best</u> quality.				

Her Standing and Running Rigging is all sufficient in size and of best quality.

She has one Long Boat and Three other Boats

The present state of the Windlass is Well fitted Capstan Dble Wind and Rudder Well run
with Poir's Patent

General Remarks—Statement and Date of Repairs.

A remarkably well built & fine large sailing and frame all of
Port oak equal to a Twelve years clip is very highly finished
and fitted in the very best manner with but four a full poop and
top gallant foremast. Length of poop head land remainder Port oak
has two pumps and remarkably well adapted for the safe conveyance
of dry and perishable cargoes

If Sheathed, Doubled, Felted, or Coppered Sheathed with Maim Metal When last done in Yellow

I am of opinion this Vessel should be Classed GA I

The Amount of the Fee.....£ 5 : - is received by me, C. A. Wright

Special£ : :

Committee's Minute 15 Aug 184 1

Character assigned GA I



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