

No. 7319 Survey held at Liverpool Date 10 February 1846
 on the Barque Anne Master W McGarry
 Tonnage 104 Built at Canada When built May 1845
 By whom built 435 Owners Melton &
 Port belonging to Montreal Destined Voyage Montreal
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet. <u>114</u> Inches. <u>8 1/2</u>	Extreme Breadth	Feet. <u>24</u> Inches. <u>4</u>	Depth of Hold	Feet. <u>11</u> Inches. <u>7</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>25</u>	Inches. Middle <u>16</u> Ends <u>11</u>	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>13</u>	Moulded	Keel to Bilge	<u>4 1/2</u>	Foot Waling	<u>4 1/2</u>
1 st Foothooks.....	" <u>12</u>	"	Bilge Planks	<u>6</u>	Bilge Planks	<u>4 1/2</u>
2 nd Ditto.....	" <u>11</u>	"	Bilge to Wales	<u>3 3/4</u>	Ceiling in Flat	<u>3 1/2</u>
3 rd Ditto.....	" <u>10</u>	"	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3 1/2</u>
Top Timbers	" <u>10</u>	"	Topsides	<u>3</u>	Hold Beam Clamps	<u>4 1/2</u>
Deck BeamsN°. of <u>20</u>	" <u>13</u>	"	Sheer Strakes	<u>3 1/4</u>	Deck Beam Ditto.....	<u>4 1/2</u>
Hold BeamsN°. of <u>16</u>	" <u>13</u>	"	Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks <u>3</u>	<u>5 1/2</u>
Keel	" <u>14</u>	"	Water-Ways	<u>4</u>	Hold Beam Shelves	<u>5 1/2</u>
Kelsons	" <u>14</u>	"	Upper Deck	<u>3 1/2</u>	Deck Beam Ditto.....	<u>5 1/2</u>
Size of Bolts in Fastenings, distinguishing whether			Iron.			
Copper or Iron.	Inches.	Copper or Iron.	Inches.			
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam		
Scarp of Keel.....N°.		Butt End Bolts		Deck Beam		
Floor Timber Bolts		Lower Pintle of the Rudder				
Kelson ditto						
Transoms and throats of Hooks						
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 _____ Inches. The Stem, Stern Post, are composed of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Oak and are _____ free from all defects.

The Floors and first Foothooks are composed of Plan & Hackmatack Timber.

The other Foothooks and Top Timbers of Hackmatack & Red Pine

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 _____ Butt at each end of the chock.

The Main Kelson is composed of Oak and the False Kelson of Oak

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

The Deck and Hold Beams are composed of Oak Hackmatack & Red Pine

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

From the first Foothook Heads to the Light Water Mark of Plan

From the Light Water Mark to the Wales of Oak

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

The Sheer-strakes and Plank-sheers of Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of Well Seasoned

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 5 between _____

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

The Ceiling, Lower Hold, of Oak & Plan Between Decks of _____

Shelf Pieces of Oak Clamps of Oak Well Seasoned

Fastenings.—To Hold Beams doublewood lodging knees stronger 10 pieces of 1 1/2

Deck Beams doublewood lodging knees double stronger 12 pair of 1 1/2 to have have Medow attached all through both 2 in a diagonal form of the floor, well lapped better under stiffer

Number of Breasthooks 16 2 Pointers _____ 1 Crutches _____

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship good

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

Builder's Name _____ Surveyor's Name _____

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,	240	Chain	1 3/4	3	Bower, 18 2 8
1	Fore Top Sails,	80	Hempen Stream Cable	9	1	Stream, 17 2 0
2	Fore Topmast Stay Sails,	80	Hawser	7	1	Kedge, 2 2
1	Main Sails,	120	Towlines	8		
2	Main Top Sails,		Warp			
and <u>one each of other sails</u>			All of <u>good</u> quality.			

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

She has 1 Long Boat and 2 Boats

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

2 Pumps

General Remarks—Statement and Date of Repairs.

And 12 pair of 1st under head beams to pair with iron attached 2 bolts in a
substantial part of the floor all bolts through strengthened all copper bolts and iron
Metal, 10 pair of diagonal 1st under deck — Thoroughly caulked and sheathed
with yellow metal on paper to 12 feet 6 inches time in the mark
efficient ready repair for carrying any possible cargo with safety

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done July 1846

I am of opinion this Vessel should be Classed 5 A

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

John

Special£ 1 : 1 : 3

Certificate (if required)£ : :

Committee's Minute 17th Feb. 1846

Character assigned 1 for 5 years



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