

No. 19107 Survey held at Preston Date April 25 to Dec 14/12/64 Dec 5th 1864
on the *Sho Annie* Master James Spencer
Tonnage Old Built at Preston When built 1864 Launched Nov 15/64
By whom built *Thos Smith* Owners *Thos Smith*
Port belonging to Preston Destined Voyage *Coasting*
Surveyed while Building, Afloat, or in Dry Dock *Whilst Building*

Length aloft	96	Feet.	Inches.	Extreme Breadth Outside	20	Feet.	Inches.	Depth of Hold	9	Feet.	Inches.
Thickness of Plank.											
Scantlings of Timber.				Outside.				Inside.			
TIMBER AND SPACE				Garboard Strakes ..				Limber Strakes			
Floors	19				18				5		3 1/2
1 st Foothooks	8 3/4				7				3 1/2		2 1/2
2 nd Ditto	6 1/2				6				2 1/2		1 1/2
3 rd Ditto	6 3/4				5 1/2				2 1/2		1 1/2
Top Timbers	5 1/2				5 1/2				2 1/2		1 1/2
Deck } N ^o 16 Average } 4 ft	7 1/2				7				5		2 1/2
Beams }	7 1/2				7						
Deck Beams, length amidships	18										
Hold } N ^o Average } None											
Beams }											
Hold Beams, length amidships											
Keel	10	12			8	8					
Scarp of Ditto	5 ft				4 ft						
Keelsons	12	26			9	9					
Scarp of Ditto	4 ft				4 ft						

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.											
Heel-Knee, & Deadw'd abaft				Transoms and throats of Hooks				Hold Beam			
Scarp of Keel, N ^o 7								Bolts in			
Keelson Bolts through Keel								Waterway ..			
at each Floor								Knees			
Bolts thro' Heels of Timbers								Shelf or Clamp			
against Deadwood								Deck Beam			
								Bolts in			
								Waterway ..			
								Knees			
								Shelf or Clamp			
								Nails or Bolts in Flat of Deck			
								Treenails Inches			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *Close to 3 1/2* Inches. The Space between the Top-Timbers is *1 3/4* Inches.
The Floors consist of *Eng Oak* The First Foothooks of *Eng Oak*
The Second Foothooks of *Eng Oak* The Third Foothooks and Top Timbers of *Eng Oak*
The Shifts of the First and Second Foothooks are not less than *3 ft 3 in to 4 ft 6 in* N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are *the same*
The Frame is *well* squared from the First Foothook Heads upwards, and *fairly* free from sap, and from thence downwards, the frame is *the same*.
The Frames are *all* bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are *well* close together; their thickness not less than *1/3* of the entire moulding at that place.
The Frame is *crop* chocked with *no* Butt at each end of the chock. The Main piece of Rudder is *Eng Oak* of Windlass is *Eng Oak*
The Keel is *Red Elm* The Main Keelson is *Redpine* and *applied* free from all defects.
The Stem, and Stern Post of *Eng Oak* The Transoms, Knight Heads, Hawse Timbers, and Aprons of *Eng Oak* Deadwood, of *Lower pine Eng Elm & Eng Oak* and are *applied* free from all defects.
The Deck *and Hold* Beams of *Eng Oak* The Breasthooks of *Eng Oak* The Knees of *Eng Oak & Elm*

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is *to 4 ft 3 in forward Red Elm Eng Elm & Hackmatack* or to the First Foothook Heads *3 ft 7 in*
From the above named Height to the Light Water Mark *Hackmatack & Eng Oak*
From the Light Water Mark to the Wales *Hackmatack & Eng Oak*
The Wales and Black-strakes are *Eng Oak* The Topsides & Sheer-strakes *Eng Oak*
The Spirketting and Plank-sheers *Hackmatack* The Water-ways { Upper Deck *Redpine* Lower Deck
The Decks *Yellow Pine* State of *Good*
The Shifts of the Planking are not less than *5* Feet *5* 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, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are *Redpine, Amth Oak, & Eng Oak*
The Ceiling, Lower Hold, and between Decks *Redpine* Shelf Pieces and Clamps *Redpine*
Fastenings.—To Hold Beams *None*

Deck Beams *Double Eng Oak lodging Pines & 4 Pairs of Lion Rider Pines extending below the planks.*
Number of Breasthooks *Two* Pointers *none* Crutches *one of Elm*
Butt End Bolts are of *Iron* in the Bottom: *two* Bolts in each Butt End *8 one* through and clenched.
Bilge and Limber Strakes *Iron &* bolted through and clenched. Treenails of *Eng Oak* How Made *Turned*
Thickstuff over Double Floors *none* bolted through and clenched. General Quality of Workmanship *Good*
We certify that the above is a correct description of the several particulars therein given
Builder's Signature *Thomas Smith* Surveyor's Signature *Samuel Martin*

LIV 584-0361

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

She has SAILS.

No.

Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,

CABLES, &c.

Public Certificate
Messrs. J. & J. Smith & Co. Ltd.
Bristol to London & back
Chain 50 1/2 1/2
Hempen Stream Cable 80 7
Hawser Chain 60 1/2 1/2
Towlines 90 6 1/2
Warp 90 4 1/2
All of quality.

ANCHORS, and their weights.

Messrs. J. & J. Smith & Co. Ltd.
Bristol to London & back
Bower, Common Iron Stock 2 3-0-16
Stream, 1 2-1-0
Kedge, 1 1-0-10

Her Standing and Running Rigging (Hemp) are sufficient in size and Good in quality.

She has one Long Boat and

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 of Metal

General Remarks and Statement and Date of Repairs, if any.

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 plank be painted or payed }

This vessel is built to carry heavy cargoes Iron ore, Pig Iron &c. and her scantlings are much in excess of Rules.

The Upper Deck Beams are secured with double Wood (Eng Oak) lodging knees, also 4 pairs of heavy Iron Rider knees extending below the bilges.

A large portion of her materials are of the highest grade, viz. all the frame, Stern Stempost Apron, Knighthead, Harrosettimbers, Eng Oak, & the Wale, blackstake or topsides & Sheerstakes are the same, including the Beams, Breasthooks Rudder & Windlass, but the Builder made a mistake by putting Redpine (instead of Pitch Pine) for the Keelson which reduces her to 7 years. They are nearly 4 times larger than required by the Rules and shod with Iron. Should they be removed at a future time and higher class timber substituted, she would in my opinion be eligible for the 8 years grade.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special£ 4 : 4 :

Certificate£ : 2 : 6

Committee's Minute Spool, 13th Dec 18 04

Character assigned A1 for 7 Years



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