

0243

No. \_\_\_\_\_ Survey held at London Date April 9 1840  
 on the Ship Ann Master D. Smith  
 Tonnage 50 Built at Ansbutler When built 1831  
 By whom built \_\_\_\_\_ Owners D. Smith  
 Port belonging to Amberg Destined Voyage South  
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft		Extreme Breadth		Depth of Hold	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
47		14	0	9	

Scantlings of Timber.				Thickness of Plank.				
Timber and Space	each	Inches.	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	sided	9	Moulded	9	Keel to Bilge		Foot Waling	2
1 <sup>st</sup> Foothooks	"	0	"	"	Bilge Planks		Bilge Planks	3
2 <sup>nd</sup> Ditto	"	"	"	"	Bilge to Wales		Ceiling in Flat	2
3 <sup>rd</sup> Ditto	"	"	"	"	Wales		Ditto Bilge to Clamp	2
Top Timbers	"	7	"	4 1/2	Topsides		Hold Beam Clamps	
Deck Beams N <sup>o</sup> . of	"	9	"	9	Sheer Strakes		Deck Beam Ditto	2 1/2
Hold Beams N <sup>o</sup> . of	"	"	"	"	Plank Sheers	3	Ceiling 'twixt Decks	
Keel	"	"	"	"	Water-Ways	3	Hold Beam Shelves	
Kelsons	"	13	"	1 1/2	Upper Deck	2 1/2	Deck Beam Ditto	

Copper.		Copper.		Iron.	
Inches.		Inches.		Inches.	
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarphs of Keel N <sup>o</sup> .		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 3 1/4 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. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of ditto. 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 fairly 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 Foreign 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 Foreign Oak.

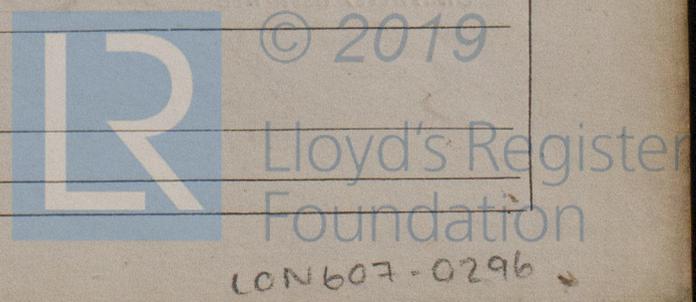
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Plum. From the first Foothook Heads to the Light Water Mark of Red Pine. From the Light Water Mark to the Wales of Foreign Oak. The Wales and Black-strakes are of ditto. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of ditto. The Water-ways of Foreign Oak. The Decks of Red Pine. State of good. The Shifts of the Planking are not less than three Feet six 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 Two & three between

**Planking Inside.**—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Foreign Oak. The Ceiling, Lower Hold, of Foreign Oak Between Decks of \_\_\_\_\_. Shelf Pieces of \_\_\_\_\_ Clamps of Foreign Oak.

**Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams Double Logging Oak Strakes. Number of Breasthooks Three Pointers \_\_\_\_\_ Crutches \_\_\_\_\_ Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling not 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 W. P. ...



6243 Lon

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> .	
Fore Sails, <u>2 spare</u>	<u>75</u>	Chain .....	<u>7/0</u>	<u>2</u>	Bower,
Fore Top Sails, <u>jobs</u>	<u>90</u>	Hempen <del>Stream</del> Cable .....	<u>9</u>	<u>1</u>	Stream,
Fore Topmast Stay Sails,	<u>90</u>	Hawser .....	<u>3</u>	<u>1</u>	Kedge,
Main Sails,	<u>90</u>	Towlines .....	<u>4</u>		
Main Top Sails,	<u>120</u>	Warp .....	<u>3</u>		
and		All of <u>good</u> quality.			

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and good in quality.

She has One Long Boat and \_\_\_\_\_

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

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

*This vessel is in very good condition throughout no symptoms of weakness or decay and I am of opinion is fit for the safe conveyance of dry & perishable cargoes to & from all parts of the world*

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

I am of opinion this Vessel should be Classed A, 1 with the Patent

The Amount of the Fee.....£ — : 10 : 6 is received by me, WA

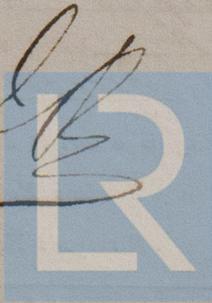
Special .....£ : :

*W. W. W. W.*

Committee's Minute 10<sup>th</sup> April 1840

Character assigned A, 1 Patent

*WA*



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