

6243

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

Length aloft		Feet.		Inches.		Extreme Breadth		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
Length aloft		47				Extreme Breadth		14		0		Depth of Hold		9			
Scantlings of Timber.										Thickness of Plank.							
										Outside.				Inside.			
Timber and Space	each	10								Keel to Bilge		Foot Waling		2			
Floors	sided	9		Moulded	9					Bilge Planks		Bilge Planks		3			
1 st Foothooks	"	0		"						Bilge to Wales		Ceiling in Flat		2			
2 nd Ditto	"			"						Wales		Ditto Bilge to Clamp		2			
3 rd Ditto	"			"						Topsides		Hold Beam Clamps					
Top Timbers	"	7		"	4 1/2					Sheer Strakes		Deck Beam Ditto		2 1/2			
Deck Beams	N ^o . of	9		"	9					Plank Sheers	3	Ceiling 'twixt Decks					
Hold Beams	N ^o . of			"						Water-Ways	3	Hold Beam Shelves					
Keel	"			"						Upper Deck	2 1/2	Deck Beam Ditto					
Kelsons	"	13		"	1 1/2												
Copper.										Iron.							
Heel-Knee, and Dead Wood abaft										Hold Beam							
Scarp of Keel										Deck Beam							
Floor Timber Bolts																	
Kelson ditto																	
Transoms and throats of Hooks										same in Iron above the Copper							
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 Over & Under 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 Bolting Oak Screws. 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. H. Smith



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LCN607-0296

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 .	
	<u>On good suit</u>					
	Fore Sails, <u>8 2 spare</u>	<u>75</u>	Chain	<u>7/0</u>	<u>2</u>	Bower,
	Fore Top Sails, <u>5 1 spare</u>	<u>90</u>	Hempen Stream 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 it 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 Rotunda

The Amount of the Fee.....£ — : 10 : 6 is received by me, W. H. L. M.

Special£ : :

Committee's Minute 10th April 1840

Character assigned A, 1 with the Rotunda

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