

7478

No. _____ Survey held at London Date April 1841
 on the St Anne Albert Master _____
 Tonnage 303 3/4 Built at Blackwall When built Launched 23 Mar 1841
 By whom built James Wigram & Co Owners Hudsons Bay Co
 Port belonging to London Destined Voyage Hudsons Bay
 If Surveyed Afloat or in Dry Dock Building & at same place as the
Prince Rupert

| | | | | | |
|--|--------------------------|------------------------|---|---------------|------------------------------------|
| Length aloft | Feet. Inches. <u>103</u> | Extreme Breadth | Feet. Inches. <u>25 6</u> | Depth of Hold | Feet. Inches. <u>11 6</u> |
| Scantlings of Timber. | | | Thickness of Plank. | | |
| Timber and Space..... | each <u>15</u> | Inches. Middle Ends | Outside. | Inches. | Inside. |
| Floors..... | sided <u>12</u> | Moulded <u>12 9/16</u> | Keel to Bilge | | Foot Waling |
| 1 st Foothooks..... | " <u>11</u> | " <u>9 1/2</u> | Bilge Planks | <u>3</u> | Bilge Planks |
| 2 nd Ditto..... | " <u>10</u> | " <u>9 1/4</u> | Bilge to Wales | <u>5</u> | Ceiling in Flat |
| 3 rd Ditto..... | " <u>9 1/2</u> | " <u>8 1/2</u> | Wales | <u>5</u> | Ditto Bilge to Clamp |
| Top Timbers | " <u>9 1/2</u> | " <u>8 1/2</u> | Topsides | <u>2 1/2</u> | Hold Beam Clamps |
| Deck BeamsN ^o . of <u>22 1/4</u> | " <u>9 1/2</u> | " <u>8</u> | Sheer Strakes | <u>3 1/2</u> | Deck Beam Ditto..... |
| Hold BeamsN ^o . of <u>21 1/4</u> | " <u>11</u> | " <u>10</u> | Plank Sheers..... | <u>4</u> | Ceiling 'twixt Decks |
| Keel | " <u>12</u> | " <u>16</u> | Water-Ways | <u>1 1/2</u> | Hold Beam Shelves |
| Kelsons | " <u>14</u> | " <u>16</u> | Upper Deck | <u>3</u> | Deck Beam Ditto..... |
| Size of Bolts in Fastenings | | | <u>2 1/2</u> | <u>2 1/2</u> | <u>2 1/2</u> |
| Copper. | | | Iron: | | |
| Heel-Knee, and Dead Wood abaft | <u>1 1/4</u> | | Bolts thro' the Bilge and Foot Waling | <u>3/4</u> | Hold Beam |
| Scarpus of Keel.....N ^o . <u>8</u> | | | Butt End Bolts | <u>3/4</u> | Deck Beam |
| Floor Timber Bolts | <u>1 1/2</u> | | Lower Pintle of the Rudder | <u>3 1/4</u> | |
| Kelson ditto..... | <u>1 1/2</u> | | | | same in Iron above the Copper..... |
| Transoms and throats of Hooks | <u>1 1/2</u> | | | | |
| Arms of Hooks | <u>1 1/2</u> | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/2 Inches. The Space between the Top-timbers is 6 1/2 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 African English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 feet. The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is the same. The alternate Frames are — bolted together. for Craft & Amidships are all Frames from Fore to Mizzen Mast N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than 1/6 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 African Oak and the False Kelson of —. The Scarpus of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of African Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm Plank above Eng & From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of English Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of African Oak. The Water-ways of African Oak. The Decks of Danish Fir State of good. The Shifts of the Planking are not less than 12 6 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

Planking Inside.—The Limber-strakes are composed of African Oak the Bilge Planks of African Oak. The Ceiling, Lower Hold, of af Between Decks of af. Shelf Pieces of af Clamps of af. **Fastenings.**—To Hold Beams 2 1/2 K. 1 1/4 K. or Stud and Shelf. Deck Beams —. Number of Breasthooks below the Deck 4 1/2 Pointers Two Crutches —. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling one bolted through and clenched. General Quality of Workmanship very fair.

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

Builder's Name James Wigram & Co

Surveyor's Name George Bayley

7478 *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 ^o . | | Fathoms. | | inches. | N ^o . | |
| | Fore Sails, | | Chain | | | Bower, |
| | Fore Top Sails, | | Hempen Stream Cable | | | Stream, |
| | Fore Topmast Stay Sails, | | Hawser | | | Kedge, |
| | Main Sails, | | Towlines | | | |
| | Main Top Sails, | | Warp | | | |
| and | | | All of _____ quality. | | | |

Her Standing and Running Rigging *New* sufficient in size and *good* in quality.

She has *One* Long Boat and *Two others*

The present state of the Windlass is *good* Capstan *good* and Rudder *good*
Fyze and Puchin

General Remarks—Statement and Date of Repairs.

This ship is built expressly for the Hudsons Bay Trade and properly fortified against the ice forward and along the upper course; Outside, by Lee Chocks and 3rd African Oak Doubling to the Bilge and American Rock Elm thence down to the keel, all which is bolted with ^{upper} a Bolt through every timber and clamped inside. Inside a large Shelf Piece extends fore and aft mid way between the 2nd Beams and the turn of the Bilge—connected together with an Iron Hook at the ends—

If Sheathed, Doubled, Felted, or Coppered *Doubled on 3rd St. Blue* When last done *1841*

I am of opinion this Vessel should be Classed *12 A*

The Amount of the Fee.....£ *4* : : : is received by me, *George Bayley*

Special *1/4* of £ *15* : 3 : —

Committee's Minute *30th April 1841*

Character assigned *12 A* *missing figure*



© 2019

Lloyd's Register Foundation