

No. 454 Survey held at Alloa Date 14th June 18 38
on the Barque Ann Grant Master James Duncan
Tonnage 377⁶⁶/₉₄ Built at Whitby When built 1886
By whom built not mentioned in Register Owners John Duncan & others
Port belonging to Alloa Destined Voyage Quebec
If Surveyed Afloat or in Dry Dock In Dry Dock

Length aloft.....^{Feet.} 106 ^{Inches.} 5 Extreme Breadth^{Feet} 29 ^{Inches.} 0 Depth of Hold^{Feet.} 19 ^{Inches.} 6

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>28</u>		
Floors..... sided	<u>15</u>	Moulded <u>15</u>	
1 st Foothooks..... "	<u>13</u>	" <u>12</u> ¹ / ₂	
2 nd Ditto..... "	<u>11</u>	" <u>10</u>	
3 rd Ditto..... "	<u>10</u>	" <u>8</u>	
Top Timbers..... "	<u>9</u>	" <u>7</u> ¹ / ₄	<u>5</u>
Deck Beams... Number of..... "	<u>12</u>	" <u>10</u>	<u>7</u>
Hold Beams... Do., do.,..... "	<u>14</u>	" <u>13</u>	<u>9</u>
Keel..... "	<u>14</u>	" <u>16</u>	
Kelsons..... "	<u>14</u>	" <u>36</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge		Foot Waling.....	<u>3</u>
Bilge Planks		Bilge Planks	<u>5</u>
Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>3</u>
Wales	<u>6</u>	Ditto Bilge to Clamp	<u>3</u>
Topsides	<u>3</u>	Hold Beam Clamps	<u>5</u> ¹ / ₄
Sheer Strakes	<u>4</u>	Deck Beam Ditto.....	<u>3</u> ¹ / ₂ - <u>4</u> ¹ / ₂
Plank Sheers.....	<u>3</u> ¹ / ₂	Ceiling 'twixt Decks	<u>3</u>
Water-ways	<u>9</u>	Hold Beam Shelves	<u>4</u> ¹ / ₂ - <u>12</u>
Upper Deck	<u>3</u>	Deck Beam ditto	<u>4</u> - <u>12</u>

Copper.

	Inches
Heel-Knee, and Dead Wood abaft	
Scarp of Keel.....N°.	
Floor Timber Bolts.....	
Kelson ditto.....	<u>1</u> ¹ / ₄
Transoms and throats of Hooks	<u>1</u> ¹ / ₈
Arms of Hooks	<u>7</u> / ₁₆

Size of Bolts in Fastenings.

Copper.

	Inches
Bolts thro' the Bilge and Foot Waling.....	
Butt End Bolts	
Lower Pintle of the Rudder	<u>3</u> / ₄

Iron.

	Inches
Hold Beam.....	<u>1</u> ¹ / ₂ - <u>7</u> / ₁₆
Deck Beam	<u>7</u> / ₁₆
same in Iron above the Copper	<u>1</u> ¹ / ₂
	<u>7</u> / ₁₆

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Close Inches. The Space between the Top-timbers is 2 to 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British Oak and are free from all defects.

Her Floors and first Foothooks are composed of British Oak Timber.

Her other Foothooks and Top Timbers of White Bremen & English Oak

Her Shifts of the first and second Foothooks are not less than 4 feet N.B. When reported by you less than the prescribed Rule, then 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 free from sap, and from thence downwards, the frame is also well squared

The alternate Frames are all bolted together.

The Butts of the Timbers are all close together; their thickness not less than 1/₂ of the entire moulding at that place.

The Frame is well chocked with 2 Butt at each end of the chock.

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

The Scarphs of the Kelsons are not less than 6 feet inches.

The Deck and Hold Beams are composed of English American & Foreign White Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Oak

From the first Foothook Heads to the Light Water Mark of D: D:

From the Light Water Mark to the Wales of D: D:

The Wales and Black-strakes are of Dantzig Oak

The Topsides of Red Pine

The Sheer-strakes of Dantzig Oak Decks, and state of, Yellow Pine

The Gunwales of Red Pine & Dantzig Oak Water-ways of Red Pine

The Shifts of the Planking are not less than 4 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 2 & 3 strokes between.

Planking Inside.—The Clamps are composed of Red Pine the Stringers of Dantzig Oak

The Bilge Planks of English Oak and the remainder of the Ceiling of Red Pine & Oak

Fastenings.—To Hold Beams Double Oak Ledgeing Knees and oak stringers above the Beams

Deck Beams Double Oak Ledgeing Knees and oak stringers

Number of Breasthooks 6 below the Deck salm Pointers 2 abaft Crutches 3 abaft

Butts End Bolts are of Copper in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling bolted through and clenched.

General Quality of Workmanship Strong

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

Builder's Name

Surveyor's Name Walter Barton

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 1/2	3	Bower,
3	Fore Top Sails,	75	Hempen Stream Cable.....	7	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	5 1/2	2	Kedge,
1	Main Sails,	80	Towlines	4		All of proper weight.
3	Main Top Sails,		Warp			
and <i>other sails complete in good repair.</i>			All of <u>good</u> quality.			

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

She has One Long Boat and One Ship and one Jelly Boat

The present state of the Windlass is Patent Capstan Strong and Rudder D.

General Remarks—Statement and Date of Repairs.

In April, May, & June 1830, Thirty six new 2^d Putlocks, all new long and short Top Timbers, all new Stern, and Quarter Timbers, new Main Transom, and False D^o with Iron Knees for same, new Stern Post, and part new Stern, all new Knight Heads, and House Timbers, two new Breasthooks, and the rest, taken off refitted and rebotted, two new lower Deck Beams, all new Deck Beams, a number of new Knees to lower, and all new Knees to upper Deck Beams, all new Stringer to both Decks, four new Iron Staple Standards on each side and two Iron hanging diagonal Knees on each side from upper Deck Beams, part new Kelson and new Rides D^o, all new Deck, water-way, Spirketting, Plankshears, Shearstrake, Topsides, and Blackstrake, part new Wales, all new after Headings to light water mark, several new short Heads forward, all new Counter, Stern, and Rudder Case, all new Stanchion Rails, and Bulworks, Ceiling all new from 1st Putlockheads, ^{upwards} the whole length of the ship, all Retreenailed from 1st Putlock heads to Gunwale, Caulked all over and sheathed with 1 1/4 Red Pine, over patent felt, and copper nailed, to the Wales, part new standing and running Rigging, Sails all repaired and put in order.

This Vessel is now in an excellent state of Repair and efficiency throughout, every thing the least defective having been taken out and replaced with new, all her remaining Timbers and Planks are perfectly sound, she is abundantly supplied in all stores. I consider her fit for the conveyance of Dry and Perishable Cargoes to and from all parts of the world.

If Sheathed, Doubled, or Felted, Sheathed with 1 1/4 Red Pine to the Wales.
and Date when last done 1830

And I am of opinion this Vessel should be Classed *A. 1

for The Amount of the Fee.....£ 2 : 2 : " is received by me, Walter Burton

Committee Minute 22 June 1830

Character assigned A. 1 Asterisk
1/4

