

No. 13 Survey held at Shields Date March 17th 1860
on the Barque "Annie Braginton" Master Edward L King
Tonnage New 413 ⁴⁸/₁₀₀ Built at Shields When built 1860 Launched Jan 7th 1860
By whom built Tho^l Metcalfe & Sons Owners W. D. Braginton
Port belonging to London Destined Voyage Valparaiso
If Surveyed while Building, Afloat, or in Dry Dock While building and afloat

| Length aloft | Feet. | Inches. | Extreme Breadth Outside | Feet. | Inches. | Depth of Hold | Feet. | Inches. |
|---|-------|---------|-------------------------|--------|---------|----------------|-------|---------|
| | 125 | 7 | | 28 | 1 | | 17 | 6 |
| Thickness of Plank. | | | | | | | | |
| Scantlings of Timber. | | | Outside. | | | Inside. | | |
| Timber and Space | | | Garboard Strakes | | | Limber Strakes | | |
| Floors | 12 | 12 | 10 1/2 | 11 3/4 | 11 3/4 | 10 | 4 1/4 | 3 3/4 |
| 1 st Foothooks | 10 | 10 | 9 1/2 | 10 | 10 | | 4 1/4 | 3 3/4 |
| 2 nd Ditto | 9 1/2 | 10 | 9 | 9 | | | 3 | 2 3/4 |
| 3 rd Ditto | 8 1/2 | 9 | 6 1/2 | 8 1/4 | 5 1/4 | | 3 | 2 3/4 |
| Top Timbers | 8 1/2 | 8 | 6 1/2 | 8 1/4 | 5 1/4 | | 5 1/4 | 4 |
| Deck } N ^o 25 Average } Beams } | 4 ft | 9 | 9 | 7 1/2 | 8 3/4 | 7 1/4 | 4 | 3 3/4 |
| Deck Beams, length amidships | 26 ft | 2 | 12 1/2 | 12 1/2 | 10 1/2 | 12 | 4 | 3 3/4 |
| Hold } N ^o 23 Average } Beams } | 4 ft | 12 1/2 | 12 1/2 | 10 1/2 | 12 | 12 | 2 3/4 | 2 1/2 |
| Hold Beams, length amidships | 26 ft | 2 | 13 | 13 | 13 | | | |
| Keel | 13 | 14 | 14 | 13 | 13 | 13 | | |
| Scarp of Ditto | 6 ft | | 5 ft | 6 | | | | |
| Keelsons | 14 | 16 | 14 | 14 | | | | |
| Scarp of Ditto | 7 ft | | 5 ft | 6 | | | | |

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

| Copper | Inches | Inches | Copper | Inches | Inches | Copper | Inches | Inches |
|--------------------------------|----------|----------|-------------------------------------|----------|----------|--------------------------------|----------------|----------|
| in Ship. | required | per Rule | in Ship. | required | per Rule | in Ship. | required | per Rule |
| Heel-Knee, and Deadwood abaft | 1 3/16 | 1 3/16 | Transoms and throats of Hooks | 1 1/8 | 1 1/16 | Hold Beam Bolts in | Waterway | 1 3/16 |
| Scarp of Keel | 1 3/16 | 1 3/16 | Arms of Hooks | 1 3/16 | 1 3/16 | | Knees | 1 3/16 |
| Keelson Bolts through Keel at | 1 1/8 | 1 1/16 | Bolts thro' Bilge & Limber Strakes, | 7/8 | 1 3/16 | | Shelf or Clamp | 1 3/16 |
| each Floor | | | or Thickstuff over Double Floors | 1 3/16 | 1 3/16 | Deck Beam Bolts in | Waterway | 7/8 |
| Bolts through Heels of Timbers | 7/8 | | Butt End Bolts | 1 3/16 | 1 3/16 | | Knees | 7/8 |
| against Deadwood | | | Pintles of the Rudder | 3 | 2 3/4 | | Shelf or Clamp | 7/8 |
| | | | | | | Nails or Bolts in Flat of Deck | | 7/8 |
| | | | | | | Treenails | 1 1/4 | 1 1/4 |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 4 ft 3 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are properly shifted

The Frame is well squared from the First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is well squared

The alternate Frames are bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak

The Main Keelson is Teak and Greenheart and is free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak and Teak Deadwood, of English Oak and are free from all defects.

The Deck and Hold Beams consist of English Oak & Teak The Breasthooks of English Oak The Knees of English Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Elm & Pitch Pine

From the above named Height to the Light Water Mark Pitch Pine

From the Light Water Mark to the Wales Teak

The Wales and Black-strakes are Teak The Topsides Teak

The Sheer-strakes and Plank-sheers Teak The Water-ways Upper Deck Teak

The Decks Yellow Pine Lower Deck

The Shifts of the Planking are not less than 5 ft Feet State of Good

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought 3 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Teak

The Ceiling, Lower Hold, and between Decks Teak Shelf Pieces and Clamps Teak

Fastenings.—To Hold Beams 22 pairs of Iron Lodging knees, 1 pair of Wooden Lodging knees and 10 pairs of Iron Rider knees

Deck Beams 23 pairs of Iron Lodging knees, 2 pairs of Wooden Lodging knees and 13 pairs of Iron Lodging knees

Number of Breasthooks 4 Iron & 2 Wood Pointers Crutches 3 of Iron

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched, and a short Bolt

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Turned

Thickstuff over Double Floors 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 Tho^l Metcalfe & Son Surveyor's Signature John Maxwell

NWC 775-0413

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 . | Weight. |
| 2 | Fore Sails, | Chain | 240 17 1/2 x 1 1/4 | 3 | 17-0-0 |
| 2 | Fore Top Sails, | Hempen Stream Cable | 90 9 1/2 | | 17-0-0 |
| 2 | Fore Topmast Stay Sails, | Hawser <u>Chain</u> | 75 7 1/8 | 2 | 17-0-0 |
| 2 | Main Sails, | Towlines | 75 8 1/2 | | 8-0-0 |
| 2 | Main Top Sails, | Warp | 120 6 | | 5-0-0 |
| and other requisite sails | | All of <u>good</u> quality. | 120 4 1/2 | | 2-0-0 |

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

She has one Long Boat and one Skiff & one lug

The present state of the Windlass is good Capstan Wheel good Rudder good Pumps 2 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 At various times while building
2nd. When the Beams are put in, &c. under Special Survey
3rd. { When completed, and before the plank be painted or payed }

Has been built under Special Survey as per order No. 254.

Is fastened with Yellow Metal Bolts to the exclusion of Iron, with the exception of those parts allowed by the Rules Section 46

Wm. M. Teat

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metalled over Felt When last done Feb 7. 1860

I am of opinion this Vessel should be Classed 13 A1

The Amount of the Fee.....£ 5 : 0 : 0 is received by me, *John Maxwell*

Special£ 20 : 13 : 0.

Certificate£ : : :

Committee's Minute 20th March 1860

Character assigned 1 for 13 Years



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