

No. 49 Survey held at Littlehampton

Date 11 Sep^r 1837

on the Schooner Anne

Master Wm Williams

Tonnage 179 1112 Built at Littlehampton

When built Sep^r 1837

By whom built Wm Sumner

Owners John Fryer & Wm Williams

Port belonging to Poole

Destined Voyage Hamburg

If Surveyed Afloat or in Dry Dock On the Ship

Length aloft. 81 3/10 Feet. Extreme Breadth 20 8/10 Feet. Depth of Hold 14 3/10 Feet.

Scantlings of Timber.

Timber and Space	each	Inches.	Inches.	Inches.
Floors	sided	9 1/2	Moulded	9 1/2
1 st Foothooks	"	8 1/2	"	8
2 nd Ditto	"	8	"	7
3 rd Ditto	"	"	"	"
Top Timbers	"	7	"	4 1/2
Deck Beams	Number of 18	10	"	10
Hold Beams	Do Do 9	10	"	10
Keel	"	10	"	13
Kelsons	"	14	"	17

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	7/10
Scarphs of Keel	1/2	Butt End Bolts	5/10	Deck Beam	7/10
Floor Timber Bolts	1/2	Lower Pintle of the Rudder	2 1/4		
Kelson ditto	1/2			same in Iron above the Copper	7/10
Transoms and throats of Hooks	1				
Arms of Hooks	7/10				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is One Inches. The Space between the Top-timbers is 2 to 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects. Yes

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

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 3 1/10 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Good

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

The alternate Frames are bolted together. Yes

The Butts of the Timbers are close together; their thickness not less than 2/3 of the entire moulding at that place.

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

The Main Kelson is composed of English Oak and the False Kelson of None

The Scarphs of the Kelsons are not less than 5 feet 10 inches.

The Deck and Hold Beams are composed of English Oak

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

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 of English Oak

The Gunwales of English Oak Water-ways of English Oak

The Shifts of the Planking are not less than 5 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of English Oak the Stringers of English Oak

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams The Vessel's Beams secured with Double Iron Lodging knees, the Foremast &c. after beams with Double Iron Lodging knees

Deck Beams Secured with Double Iron Lodging knees

Number of Breasthooks Five Pointers Crutches One

Butts End Bolts are of Copper in the Bottom, and One Bolt in each Butt End through and clenched. Yes

Bilge and Footwaling of Copper bolted through and clenched. Yes

General Quality of Workmanship Good

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

Builder's Name Wm Sumner

Surveyor's Name J. W. G. G. G.

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails, <u>new</u>	180	Chain	1 1/2	2	Bower, <u>13-0-0</u>
2	Fore Top Sails, <u>new</u>	90	Hempen Stream Cable.....	1 1/2	1	Stream, <u>8-1-0</u>
1	Fore Topmast Stay Sails, <u>new</u>	60	Chain <u>5-5</u>	3/4	1	Kedge, <u>8-1-0</u>
1	Main Sails, <u>new</u>	90	Hawser	4		All of proper weight. <u>Yes</u>
1	By sail <u>new</u>		Towlines	3		
1	Main Top Sails, <u>new</u>		Warp			
1	Gaff Topsail <u>new</u>		All of <u>new</u> quality.			
and <u>will found in other</u>						
<u>Sails</u>						

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

e has One new Long Boat and One new Jolly Boat

he present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

The Schooner is Copper fastened to her wales. The Butts and Bilge Bolts are of Copper Iron and clenched. The Deck and Hold Beams are secured to the side with Double Loofting Knives, which are with the Breasthooks, and Carutch, of good length and properly fastened. The whole of the Planking outside and inside is well edged, clear of Sap, and properly fastened, the Rudder, and Windlass, is in good working condition, and having served the Schooner three times while Building, agreeably to instructions, I am of opinion that she is a faithful Built Schooner, and in a perfectly seaworthy ~~seaworthy~~ state to take dry and perishable cargoes to any part of the world

Wants 14 Knees to up the

If Sheathed, Doubled, or Felted, Coppered to 9-6 Aft and 8-6 Forward, with Tars paper under S.
and Date when last done Sep 2 1837

And I am of opinion this Vessel should be Classed 12 A 1

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, Jos. Oakshott

Committee Minute 15 Sept 1837

Character assigned A 1 for 12 years

C. H.

J. H.



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