

No. 15 Port of Sunderland Date April 21st 1834
 Survey of the Shaw Ann Master George Moffit
 Tonnage 230 Owners George Wood Port belonging to Sunderland
 By whom built John M. Gale Where built Sunderland When built 1830
 Destined Voyage Sunderland to St. Petersburg

Dimensions.					Thickness of Plank.			
	Feet.	Inches.	Feet.	Inches.	Outside.	Inches.	Inside.	Inches.
Length of Keel.....			Depth of Hold	15	1	Bilge to Wales	3	
Rake of Stem	85	3	Lower Hold	-	-	Short Hoods	2 1/2	Ceiling below Hold Beams
D° of Stern Post	1	6	Between Decks	-	-	Bilge Planks	4	Clamps and Bilge Planks
Extreme Breadth	25	1 1/2				Bilge to Keel	2 1/2	
						Wales	4	Upper Deck Clamps and
						Topsides	2 1/2	Spirketting
						Shear Strake	3	
						Plank Shears	3	"Twixt Deck Ceiling

Scantling of Timber.				
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each	12 1/2	14		
Floors in the middle		12	12	Foreign oak
— at the ends			9 1/2	By oak
1 st Foothooks			8 1/2	5
2 nd Foothooks			7	5
3 rd Foothooks			6 1/2	By foreign oak
Top Timbers			5	
Deck Beams.....Middle.....		9	9	By oak
— at the Ends			5	By oak
— Knees		1 1/2 to 5		By oak
Hold Beams.....Middle.....		11	11	By oak
— at the Ends			7	By oak
— Knees				By oak
Main Kelson		12	27	By oak
Scarp of Kelson				

We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 14 day of July 1834

Builder's Name James Hume

Surveyor's Name John Brewster

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit	Y.P.	17 inches diameter
Foremast	Y.P.	16 1/2 - 17
Main Mast	Y.P.	16 1/2 - 17
Mizen Mast		

Sails.

Nos.		Nos.
2	Fore Topmast Stay Sails	1
2	Fore Sail	1
2	Fore Topsails	2
1	Main Sails	2
2	Main Top Sails	2

And is generally well found in other sails. Sails in good repair & of the principal quite new

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron	180	1 1/16
Hawser	60	1 1/8
Towlines	75	7 1/2
1 st Warp	75	5
2 nd D°	75	4 3/4

Anchors.

Nos.	Weight	Number and Description.
3	Bower 10 - 9 1/2 - 8	Long Boat & Shift Clincher
1	Stream 3	built of oak iron fasten
1	Kedge 1 1/4	

Standing and Running Rigging is all found to be sufficient in size, and good in quality.

The ship is in fair order, Windlass in the body 15 inch, fit with winding checks

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

Owner's Name Geo. Wood

Nautical Surveyor's Name John M. Deane

SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

The frame of Vessel throughout is composed of English and foreign oak mixed (about one half of each description) held Dead Beams and knees of English foreign oak; Deck knees appear short in the arms and sloppy; floor timbers and stem frame (principally foreign oak) is well squared; remainder of frame cannot be seen. Ribs of 1 and 2 foot thick not ascertained, or whether the stem floor ribs and 1 foot thick heads are Cross Cheeked or not.

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

The outside plank from Stem Sheath (Waterways included) down to the light marks is of Baltic oak in Matchings and Short Heads of English oak from the light water marks to that of Stem. Inside plank all Baltic English oak. Ribs of outside and inside Ribs 2 and 3 Sheath through between Ribs, Ribs from 3 ft to 1 ft 6 in long; Butt ends of outside plank fairly divided; Butt ends of inside plank not well divided; Quality of outside plank appears fair and good. Quality of inside plank only middling.

Fastenings.

If Sheathed,
Doubled, or
Felled.

Hold Beams are fastened with Iron Staps round the outside of one timber with a 4 ft high foreign oak shelf placed flat above and below also 7 Iron hanging knees on each side with 3 bolts in each arm. Deck Beams are fastened with DWs knees of English foreign oak, with a 3 ft high foreign oak shelf underneath also 7 Iron knees on each side with 2 Waterways let down into Beam ends. Four Hooks forward below the main deck and 2 above, also a Hook placed on the Quarter Timber put abaft; all the foregoing fastenings well and sufficiently bolted and Clinched. Butt ends generally fastened with One Bolt and the turnail; in some parts the Ribs and dentle Ribs.

Repairs.

Butt ends below the water and Ribs of that are Copper fastened, all the fastenings of Ribs.

repairs in 1833 by Mr.
W. Potts in dock under
average
Dock Bill 1456

Particulars of repairs given by Mr. Potts and nature thereof as follows-

28 Iron knees put on to deck and Hold Beams

New Kelson piece and new Kelson fore and aft

4 new floors. 10 new first footboards all English oak

1 Hold Beam and 14 new knees

Nearly all new Ceiling of Baltic oak from the Kelson up to the 1st footboard heads. Several new Turnails. Thoroughly Caulked and overhauled.

General Observations

and Opinion as
required by the
Instructions.

The foregoing particulars of dimensions and scantling is taken from the original Contract, and on examination appears correct. The Vessel appears firm & good, all well bolted and Clinched, and is in a fit condition for the safe conveyance of dry and perishable Cargo.

John Brunton

and in conformity with the foregoing dimensions, is in my opinion entitled to be classed 4th Year, according to the Rules for Classification laid down by the Committee as per page 8 for the first description of first Class Ships.

John M. Denton

The Amount of the Fee, £ 1 : 1 : 0 is received by me. Brunton & Denton

Committee Minute

1st August

1834

DC

Character assigned

A 1 for 6 Years

APM