

No. 2106 Survey held at Punderland Date January 1842  
on the Dague Anna Robertson Master  
Tonnage old 309 new 317 Built at Punderland When built 1842  
By whom built Wm. Wilkinson Owners John Hay  
Port belonging to \_\_\_\_\_ Destined Voyage London & back  
If Surveyed Afloat or in Dry Dock during the Building

Length aloft	94 7/8	Feet.	101	Inches.	0	Extreme Breadth	26	Feet.	5	Inches.	Depth of Hold	16	Feet.	3	Inches.
Scantlings of Timber.						Thickness of Plank.									
Timber and Space	each	Inches.	12				Outside.	Inches.			Inside.	Inches.			
Floors	sided	10 1/2	Moulded	11 1/2	9 1/2		Keel to Bilge	3			Foot Waling	3			
1st Foothooks	"	9 1/2	"	9			Bilge Planks	4			Bilge Planks	4			
2nd Ditto	"	9	"	8			Bilge to Wales	3 1/2	3 1/2		Ceiling in Flat	2 1/2			
3rd Ditto	"	7 1/2	"	7 1/2			Wales	4 1/2			Ditto Bilge to Clamp	2 1/2			
Top Timbers	"	7	"	5			Topsides	3			Hold Beam Clamps	4			
Deck Beams	N° of 15 main	7 1/2	"	9	5 1/2		Sheer Strakes	3 1/2			Deck Beam Ditto	3 1/2			
Hold Beams	N° of 15	10 1/2	"	10 1/2	7		Plank Sheers	3 1/2			Ceiling 'twixt Decks	2 1/2			
Keel	"	10	"	9			Water-Ways	7			Hold Beam Shelves	"			
Kelsons	"	12	"	20			Upper Deck	3			Deck Beam Ditto	"			
Copper.						Size of Bolts in Fastenings.									
Heel-Knee, and Dead Wood abaft		Inches.	10				Copper.	Inches.			Iron.	Inches.			
Scarphs of Keel	N° 80	3/4					Bolts thro' the Bilge and Foot Waling	3/4			Hold Beam	7/8			
Floor Timber Bolts	2	1					Butt End Bolts	7/8			Deck Beam	7/8			
Kelson ditto	2	1 1/8					Lower Pintle of the Rudder	3							
Transoms and throats of Hooks	2	1 7/8									same in Iron above the Copper				
Arms of Hooks	2	7/8													

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of French Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and African Oak and are apply free from all defects. The Floors and first Foothooks are composed of English and Hambro Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3/8 3/10. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are generally Sufficient. The Frame is fairly squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is gently fairly squared. The alternate Frames are not bolted together. Every 2<sup>nd</sup> or 4<sup>th</sup> N. B. If not, state how bolted. to Wales. The Butts of the Timbers are gently close together; their thickness not less than 1/6 1/4 of the entire moulding at that place. The Frame is Cross chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer<sup>c</sup>. Oak and the False Kelson of Amer<sup>c</sup>. Oak. The Scarphs of the Kelsons are not less than 7 feet 0 inches. The Deck and Hold Beams are composed of English Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Amer<sup>c</sup>. Elm. From the first Foothook Heads to the Light Water Mark of Pitch Pine. From the Light Water Mark to the Wales of Pitch Pine. The Wales and Black-strakes are of English Oak & Mahogany. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of English & African Oak. The Water-ways of Pitch Pine. The Decks of Yellow Pine. State of \_\_\_\_\_. The Shifts of the Planking are not less than 4 5 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 2 and 3 mostly 3 between

**Planking Inside.**—The Limber-strakes are composed of Amer<sup>c</sup>. Oak the Bilge Planks of Amer<sup>c</sup>. Oak. The Ceiling, Lower Hold, of Baltic Oak in twiships and Eng<sup>th</sup> Between Decks of Mahogany. Shelf Pieces of \_\_\_\_\_ Clamps of Amer<sup>c</sup>. Oak.

**Fastenings.**—To Hold Beams Iron Pagle Nails, also 10 Iron hanging Nails and 4 duck Standards each side. Deck Beams One Wire Nails and an Iron Lug hanging Nails. Number of Breasthooks Five Pointers One pair Crutches & 2 pair Transoms each side. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship Good.

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

Builder's Name \_\_\_\_\_

Surveyor's Name John Brunton



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	200	Chain .....	1 1/4	3	Bower,	15 1/2 - 15 1/2 - 14 1/2
2	Fore Top Sails,	75	Hempen Stream Cable .....	8	1	Stream,	3 1/2
3	Fore Topmast Stay Sails,	60	Hawser .....	13 1/6	1	Kedge,	1 1/2
1	Main Sails,	80	Towlines .....	6			
2	Main Top Sails,	80	Warp .....	5			
and Suff <sup>t</sup> other sails			All of <u>good</u> quality.				

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

She has one Long Boat and Stiff

The present state of the Windlass is Suff<sup>t</sup> Capstan Ward and Rudder 2 Beams suff<sup>t</sup>

both patent purchase

**General Remarks—Statement and Date of Repairs.**

Frame is all of Dry Oak except 7 plom an of Hambro Oak, all of fine scantling and generally good quality; a few timbers in each side rather weak, but on the whole the frame is fairly and sufficiently <sup>squared</sup> for the class recommended. The stepping, shifting and general work in the frame is reasonably good. The scantling and quality of upper and lower deck beams, knees be all good and fairly squared.

The scantling and quality of planking appear good; fairly brought and shifted and free from sap; Bulkhead generally stepped; Stern and Bay Oak upper and lower deck beams, knees be all well fastened.

Commenced building in May, 1841 launched March 1842 was surveyed as follows  
H. 25 22 29 15  
D. 8 8 9 10 2

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed G.A.

The Amount of the Fee.....£ 4 : : is received by me, John D. Dutton

Special .....£ 10 : 10 : 0

Committee's Minute \_\_\_\_\_ 184 \_\_\_\_\_

Character assigned See London No 9030 — Classed G.A.



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