

No. 2106 Survey held at Pundaland. Date January 1842
 on the Barque Anna Robertson Master
 Tonnage old 309 new 319 Built at Pundaland. When built 1842
 By whom built Wm. Wilkinson Owners John Hay
 Port belonging to _____ Destined Voyage London
 If Surveyed Afloat or in Dry Dock during the Building

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 11 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^d or 4th. N. B. If not, state how bolted. to Wales. The Butts of the Timbers are gently close together; their thickness not less than 1/4 - 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. Oak and the False Kelson of Amer. 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. 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. Oak the Bilge Planks of Amer. Oak. The Ceiling, Lower Hold, of Baltic Oak in twoships and Eng. Between Decks of Mahogany. Shelf Pieces of _____ Clamps of Amer. Oak.

Fastenings.—To Hold Beams Iron Nails three, also 10 Iron hanging nails and 4 deck Standards each side. Deck Beams One Wire three and an Iron Lug hanging three. 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 ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 1/2	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	13/16	1	Kedge, 1 1/2
1	Main Sails,	80	Towlines	6		
2	Main Top Sails,	80	Warp	5		
and Suff ^t other sails			All of <u>good</u> quality.			

Her Standing and Running Rigging Accep^t sufficient in size and good in quality.

She has one Long Boat and Stiff

The present state of the Windlass is Suff^t Capstan Wash and Rudder 2 Beams suff^t
with future purchase

General Remarks—Statement and Date of Repairs.

Frame is all of Dry Oak except 7 plow an of Hambro Oak, all of fair scantling and generally good quality; a few timbers on each side rather weak, but on the whole the frame is fairly and sufficiently ^{squared} 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 &c all good and fairly squared. The scantling and quality of planking appears good; fairly brought and shifted and free from sap; Bulkhead generally stepped; Stern and Bay Oak upper and lower deck beams, knees &c 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 J.A.

The Amount of the Fee.....£ 4 : : is received by me,
will be paid here
 Special£ 10 : 10 : 0

John D. ...

Committee's Minute _____ 184 _____

Character assigned See London No 9030 - Classed J.A.