

No. 881 Survey held at Sunderland Date January 1888  
on the Ship "Ann Emma" Master Weatherston  
Tonnage 245 266 Built at Sunderland When built 1838  
By whom built J.P. Mills Owners J. Metcalf & Co.  
Port belonging to Newcastle Destined Voyage London 30/1/39  
If Surveyed Afloat or in Dry Dock Building

Length aloft.....	Feet. 85	Inches.	Extreme Breadth .....	Feet. 25	Inches. 6	Depth of Hold .....	Feet. 15	Inches. 6	
Scantlings of Timber.				Thickness of Plank.					
Timber and Space.....	each	12		Outside.			Inside.		
Floors.....	sided	1 1/2	Moulded	12 1/4	9	Keel to Bilge .....	3 1/4	Foot Waling.....	4
1 <sup>st</sup> Foothooks.....	"	9	"	8 1/2		Bilge Planks .....	4 1/4	Bilge Planks .....	4
2 <sup>nd</sup> Ditto.....	"	8 1/2	"	8		Bilge to Wales .....	3 1/4	Ceiling in Flat .....	2 1/2
3 <sup>rd</sup> Ditto.....	"	8	"	6 1/2		Wales .....	4	Ditto Bilge to Clamp .....	2 1/2
Top Timbers .....	"	6 1/2	"	4 1/2		Topsides .....	2 1/2	Hold Beam Clamps .....	4
Deck Beams .....	Number of 19	8 1/2	"	9	5	Sheer Strakes .....	3	Deck Beam Ditto.....	3
Hold Beams .....	Do. Do. 12	10 1/2	"	11	8	Plank Sheers.....	3	Ceiling 'twixt Decks .....	2
3 Keel .....	By J. L. Mills	11	"	9		Water-ways .....	6 1/2 6 1/2	Hold Beam Shelves .....	
Kelsons .....	"	12	"	26		Upper Deck .....	3	Deck Beam ditto .....	

Copper.		Inches.	Size of Bolts in Fastenings.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft .....	J.P. Mills	1 1/4						
Scarphs of Keel.....	S.N.	1 1/2	Bolts thro' the Bilge and Foot Waling.....		3/4	Hold Beam.....		1 1/2
Floor Timber Bolts.....	J.P. Mills	7/8	Butt End Bolts .....		5/8	Deck Beam .....		3/4
Kelson ditto.....	J.P. Mills	1 1/4	Lower Pintle of the Rudder .....		2 1/2			
Transoms and throats of Hooks .....	J.P. Mills	7/8				same in Iron above the Copper .....		
Arms of Hooks .....	J.P. Mills	1 1/4						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 3/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.  
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 3/8 154 N.B. When reported by you less than the prescribed Rule, then state how many.  
The rest of the Shifts of the Frame are Jolly good  
The Frame is fairly squared from the first Foothook Heads upwards, and totally free from sap, and from thence downwards, the frame is generally fairly squared  
The alternate Frames are not bolted together. way 4 1/2 16 1/2  
The Butts of the Timbers are not close together; their thickness not less than 1 1/2 of the entire moulding at that place.  
The Frame is 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 8 feet 4 inches.  
The Deck and Hold Beams are composed of Afr and Eng Oak fairly squared

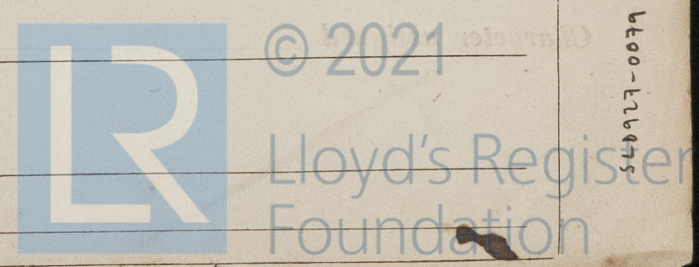
Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Amer Oak  
From the first Foothook Heads to the Light Water Mark of Amer Oak  
From the Light Water Mark to the Wales of Afr and Eng Oak  
The Wales and Black-strakes are of Afr and Eng Oak  
The Topsides of Eng Oak  
The Sheer-strakes of Afr and Eng Oak Decks, and state of, Yellow pine  
The Gunwales of Afr and Eng Oak Water-ways of 1 Waterway Pine; 2 Waterway Afr  
The Shifts of the Planking are not less than 5 Feet 5 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.  
The Planking is wrought Jolly 3 between.

Planking Inside.—The Clamps are composed of Afr and Eng Oak the Stringers of Afr and Eng Oak  
The Bilge Planks of Memel Oak and the remainder of the Ceiling of Eng & Memel Oak (principally Eng.)

Fastenings.—To Hold Beams 10 Iron Staps round the Timber and 10 Iron knees each side below  
Deck Beams 10 Iron knees and 10 Iron Lugs hanging knee also 2 Waterway knees  
Number of Breasthooks Five Pointers One pair One Crutches and 2 Transoms knee each side  
Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched.  
Bilge and Footwaling 6 bolted through and clenched.  
General Quality of Workmanship Reasonably good

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

Builder's Name  
Surveyor's Name John B. Quinlan



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

She has SAILS.			CABLES, &c.		ANCHORS.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	200	Chain .....	13/16	3	Bower,	12 1/2. 11 1/2. 10
1	Fore Top Sails,	80	Hempen Stream Cable.....	8	1	Stream,	3 1/2
2	Fore Topmast Stay Sails,	80	Hawser .....	13/16	1	Kedge,	1 1/2
1	Main Sails,	80	Towlines .....	5		All of proper weight.	
2	Main Top Sails,	80	Warp .....	4			
and <u>suff in other sails</u>			All of <u>good</u> quality.				

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

She has One Long Boat and Stiff

The present state of the Windlass is good Capstan suff and Rudder strong & suff  
with 2 yds of iron chain Stow all new material

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

Frame generally good in quality, fairly wrought and shifted: part of it new cut timber, 8 or 10 of the 2<sup>d</sup> & 3<sup>d</sup> footboards are not stepped down and one thin point: top generally scraped on 2<sup>d</sup> Head, a few of them on each side have scabbing and waring: part of transoms waring and thin end.

Quality of planking good, fairly wrought and generally well cleared of sap: Runners of dry Oak & Blue Gum wood

Keel plank generally good in quality, well wrought & shifted 3 between. Scapels 4 1/2 to 5 ft

Upper Deck Beams. Knee Hooks all well fitted and securely Bolted and Clinched

Hold Beams ought to have additional Fastenings

Commenced building in August 1857 Launched January 1858 was Surveyed at the following dates 7: 25 18 4 26  
10: 10 12 12 1

Planking with G.A. Frame bare 8.

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed 8 A.1. if additional fastenings were put on

The Amount of the Fee.....£ 3 : 3 : - is received by me,

John Brunton  
for Survey 11/30

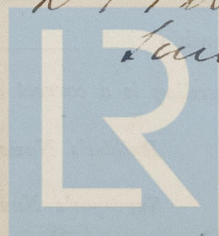
Committee Minute

1 Feb 1859

Character assigned

Deferred

21 Feb 11  
Survey



Lloyd's Register  
Foundation