

No. 2528 Survey held at Sunderland Date April 1844
on the B^o Ann Baker Master Murray
Tonnage 330 377 Built at Sunderland When built 1844
By whom built Thos Lightfoot Owners Boyce & Co
Port belonging to Liverpool Destined Voyage North America
If Surveyed Afloat or in Dry Dock during the Building

Length aloft	Feet. 100	Inches.	Extreme Breadth	Feet. 26	Inches. 6	Depth of Hold	Feet. 18	Inches. 3	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	13		Outside.		Inside.			
Floors	sided	11 1/2	Moulded	12	9 1/2	Keel to Bilge	3	Foot Waling	3 1/2
1 st Foothooks	"	10	"	9		Bilge Planks	4 1/2	Bilge Planks	4 1/2
2 nd Ditto	"	9.10	"	8 1/2		Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2
3 rd Ditto	"	8.9	"	7 1/2		Wales	4 1/2	Ditto Bilge to Clamp	3 and 2 1/2
Top Timbers	"	7.8	"	5 1/2		Topsides	3 1/2	Hold Beam Clamps	11
Deck Beams	N ^o . of	8 1/2	"	8 1/2	5 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/4
Hold Beams	N ^o . of	10 1/2	"	10 1/2	8	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel	"	11	"	9		Water-Ways	3 1/2	Hold Beam Shelves	"
Kelsons	"	12	"	9		Upper Deck	3	Deck Beam Ditto	"
Copper. and Metal			Size of Bolts in Fastenings.						
Heel-Knee, and Dead Wood abaft	1 1/8		Copper. Metal			Iron.			
Scarp of Keel	N ^o . 8	3/4	Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam	1 1/8		7/8
Floor Timber Bolts	1		Butt End Bolts	3/4		Deck Beam	7/8		5 3/4
Kelson ditto	1 1/8		Lower Pintle of the Rudder	3/4					
Transoms and throats of Hooks	1 7/8								
Arms of Hooks	7/8								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 18 3/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free free from all defects. The Floors and first Foothooks are composed of English and American Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 1/6 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is fairly squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is generally well squared. The alternate Frames are not bolted together by 2 1/4 N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/5 to 1/4 of the entire moulding at that place. The Frame is close 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 in 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. Oak. From the first Foothook Heads to the Light Water Mark of Amer. Oak. From the Light Water Mark to the Wales of Amer. and Baltic Oak. The Wales and Black-strakes are of English Oak. The Topsides of Pitch pine. The Sheer-strakes and Plank-sheers of Amer. and English Oak. The Water-ways of Pitch pine. The Decks of Yellow pine. State of good. The Shifts of the Planking are not less than 5 Feet in 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 Strakes between the Bilge Planks of Amer. Oak.

Planking Inside.—The Limber-strakes are composed of Amer. Oak. Between Decks of Amer. Oak. The Ceiling, Lower Hold, of Amer. Oak. Clamps of Amer. Oak. Shelf Pieces of Amer. Oak.

Fastenings.—To Hold Beams Iron Staple Lodging Nails also 8 pair Iron hanging Nails and 6 Standard nails. Deck Beams The Wood Lodging Nails also an Iron Lug hanging Nails. Number of Breasthooks Five Pointers 4 pair Crutches and 2 Iron Nails each side. Butts End Bolts are of Y^e Metal 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

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,	100	Chain	1 1/4	3	Bower, 15 1/2 - 15 1/4
1	Fore Top Sails,	75	Hempen Stream Cable	8 1/2	1	Stream, 4 1/2
2	Fore Topmast Stay Sails,	60	Hawser	13/16	1	Kedge, 1 3/4
1	Main Sails,	80	Towlines	5 3/4		
2	Main Top Sails,	80	Warp	4 3/4		
and <u>100 ft. in. other sail.</u>			All of <u>good</u> quality.			

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

She has One Long Boat and no other Boats

The present state of the Windlass is Keen Capstan Keen and Rudder Sufficient
with purchase

General Remarks—Statement and Date of Repairs.

Frame of good scantling and genuineness of sound, well grown in quality
fairly brought. Stepper and shifted. A few Top Timbers run heavy and sappy
but on the whole the frame is fairly and sufficiently squared for the Claps recommended
Seasons. Counter Timbers, Aprons, Keel W.^d and Horse Timbers are apparently
sound and well squared. The Scantling and quality of the upper and Lower
Deck Beams, Knees &c are apparently sound and well squared.

The planking both outside and inside is all sawn from logs, which looks
appear generally good quality, fairly brought and shifted and free from sap
Insects of English Oak—

The upper and Lower Deck Beams, Knees & Posts, all well secured

Was regularly surveyed during the Building dates $\frac{13}{12} \cdot \frac{17}{1} \cdot \frac{5}{2} \cdot \frac{27}{4}$

If Sheathed, Doubled, Felted, or Coppered to Wales When last done 1844 Vide Letter
3/12/44

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

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

Special£ : :

Committee's Minute 30th April 1844

Character assigned A 1 per gear



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