

No. 7769 Survey held at Sunderland Date August 20 1845
 on the Ship "Anne" Master Apple.
 Tonnage 205 Built at Sunderland When built 1845
 By whom built Thos Lightfoot & J Wray Owners W Burnett
 Port belonging to Sunderland Destined Voyage Mediterranean
 If Surveyed Afloat or in Dry Dock during the Building

Length aloft	83	Feet.	Inches.	Extreme Breadth	24	Feet.	Inches.	Depth of Hold	15	Feet.	Inches.
Scantlings of Timber.				Thickness of Plank.							
Timber and Space	each	1 1/2	Inches.								
Floors	sided	10	Moulded	10	8 1/2	Outside.	2 1/2	Inside.	3		
1st Foothooks	"	8.9	"	8		Keel to Bilge	4	Bilge Planks	4		
2nd Ditto	"	8	"	7 1/2		Bilge to Wales	3	Ceiling in Flat	2 1/2		
3rd Ditto	"	7.8	"	6 1/2		Wales	4 1/2	Ditto Bilge to Clamp	2 1/2		
Top Timbers	"	7	"	4 1/2		Topsides	2 1/2	Hold Beam Clamps	4		
Deck Beams	19. N°. of	8 1/2	"	8 1/2	5	Sheer Strakes	3	Deck Beam Ditto	3		
Hold Beams	11. N°. of	10	"	10	7	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2		
Keel	"	10	"	9		Water-Ways	7	Hold Beam Shelves	"		
Kelsons	"	10 1/4	"	24		Upper Deck	3	Deck Beam Ditto	"		
Size of Bolts in Fastenings, distinguishing whether											
Copper or Iron				Copper or Iron				Iron.			
Heel-Knee, and Dead Wood abaft	1. 7/8			Bolts thro' the Bilge and Foot Waling	7/8			Hold Beam	7/8		
Scarp of Keel	N°. 8	5/8		Butt End Bolts	7/8			Deck Beam	3/4		
Floor Timber Bolts	7/8			Lower Pintle of the Rudder	2 3/4						
Kelson ditto	1										
Transoms and throats of Hooks	7/8										
Arms of Hooks	3/4										

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 15 2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are apparently free from all defects.
 The Floors and first Foothooks are composed of English Oak Timber.
 The other Foothooks and Top Timbers of English Oak
 The Shifts of the first and second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are Sufficient
 The Frame is fairly squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is fairly squared
 The alternate Frames are all bolted together. N. B. If not, state how bolted.
 The Butts of the Timbers are all close together; their thickness not less than 1/6 1/4 of the entire moulding at that place.
 The Frame is loose 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 6 feet — inches.
 The Deck and Hold Beams are composed of all Eng. Oak except one Hold Beam of Afric 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 Foreign Oak
 From the Light Water Mark to the Wales of Danish Imported Oak
 The Wales and Black-strakes are of English Oak The Topsides of English Oak
 The Sheer-strakes and Plank-sheers of Afric and English Oak The Water-ways of Red Pine
 The Decks of Yew Pine State of Good
 The Shifts of the Planking are not less than 4 1/2 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 Strakes between

Planking Inside.—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Foreign Oak
 The Ceiling, Lower Hold, of Foreign Oak Between Decks of Pitch Pine
 Shelf Pieces of — Clamps of Foreign Oak

Fastenings.—To Hold Beams Iron Binders round the Outside of the Timber also 5 Iron Lashing
Run each side below
 Deck Beams The Wood Lashing Run and an Iron Lashing Run also 4 Staples
Standard each side connected with the Hold Beams
 Number of Breasthooks Five Pointers the pair One Crutches and 2 Transoms Run each side
 Butts End Bolts are of Cp. 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 Sound

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

Builder's Name J. T. Wray Surveyor's Name John Burnett

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,	180	Chain	1 1/2	3	Bower,	10 : 10 : 9.
1	Fore Top Sails,	75	Hempen Stream Cable	7 1/2	1	Stream,	3 ^c
2	Fore Topmast Stay Sails,	60	Hawser	3/4	1	Kedge,	1 1/2 ^c
1	Main Sails,	80	Towlines	5 1/2			
2	Main Top Sails,	80	Warp	4 1/2			
and <u>suff. in the sail</u>			All of <u>good</u> quality.				

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

She has One Long Boat and Stiff

The present state of the Windlass is suff Capstan Winch and Rudder Secure
with purchase

General Remarks—Statement and Date of Repairs.

Frame all English Oak, generally sound quality and fair
Scantling, fairly brought. Stepped and Shifted and sufficiently squared
for the shape intended; Knight Head, Rower Timber, Aprons & Transoms
are apparently sound and generally well squared.

The Upper and Lower deck Beams, Knee Hooks, are good and suff.
and generally well squared.

The Outside and Inside planks appear sound quality, fairly brought
and Shifted and free from Sep. Transoms of English Oak (Engine Turned)
Upper and Lower deck Beams, Knee Hooks are well securely fastened.

Was regularly surveyed during the Building, notes taken at the following
Dates 18 17 19 21 16. This vessel finished in May, and since laid in Dock
1 2 3 4 5.

If Sheathed, Doubled, Felted, or Coppered Coppered to water When last done May 1845

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

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ : :

Certificate (if required)£ : :

Committee's Minute 22nd Aug 1845

Character assigned A



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