

No. 3324 Survey held at Sunderland Date August 23rd 1847
 on the Shk Anna Mary Master J. Stephen
 Tonnage 302 Built at Sunderland When built 1847
 By whom built H. & J. Rile Owners J. Wemyss & Co
 Port belonging to Banff Destined Voyage Ceylon
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft	109	Feet. Inches.	Extreme Breadth	25	6	Feet. Inches.	Depth of Hold	16	Feet. Inches.
--------------	-----	---------------	-----------------	----	---	---------------	---------------	----	---------------

Scantlings of Timber.				Thickness of Plank.			
	Feet.	Inches.		Outside.	Inches.	Inside.	Inches.
Timber and Space	each	13 1/2		Keel to Bilge	3	Foot Waling	4
Floors	sided	11 1/2	Moulded	Bilge Planks	4	Bilge Planks	4
1 st Foothooks	"	9 1/2	"	Bilge to Wales	3	Ceiling in Flat	2 1/2
2 nd Ditto	"	8 1/2	"	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
3 rd Ditto	"	8	"	Topsides	2 1/2	Hold Beam Clamps	4
Top Timbers	"	7 1/2	"	Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/2
Deck Beams N ^o 24	Average Space	4 1/2	"	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Hold Beams N ^o 15	Average Space	4 1/2	"	Water-Ways	6	Hold Beam Shelves	-
Keel	"	11	"	Upper Deck	3	Deck Beam Ditto	-
Kelsons	"	12	"				

Size of Bolts in Fastenings, distinguishing whether			
Copper or Iron	Inches.	Copper or Iron	Inches.
Heel-Knee, and Dead Wood abaft	1 1/2	Hold Beam	7/8
Scarphs of Keel N ^o 8	3/4	Deck Beam	3/4
Floor Timber Bolts	1		
Kelson ditto	1 1/2		
Transoms and throats of Hooks	1 1/8		
Arms of Hooks	7/8		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 5 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 part Afric Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 1/4 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 well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. full framed in midship Body N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/6 of the entire moulding at that place. The Frame is well chocked with 2 Butt at each end of the chock. in place. The Main Kelson is composed of Eng Oak and P. S. Seat and the False Kelson of Amer. Oak. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of English and Afric Oak and Mahogany.

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 Eng. Oak. From the Light Water Mark to the Wales of Eng Oak; Part India Teak and Mahogany. The Wales and Black-strakes are of Mahogany; Afric and Eng Oak. The Topsides of Mahogany and Eng Oak. The Sheer-strakes and Plank-sheers of Afric Oak, Mahog. & P. S. Seat. The Water-ways of Red Pine. The Decks of Pine State of good. The Shifts of the Planking are not less than 5 Feet 0 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 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Baltic Oak the Bilge Planks of Amer. Oak. The Ceiling, Lower Hold, of Eng. Part Afric Oak Between Decks of Eng. Oak. Shelf Pieces of Eng. Oak Clamps of Baltic Oak.

Fastenings.—To Hold Beams Iron Strap Lodging Nuts and 7 Iron Lodging Nuts each side. Deck Beams The Wood Lodging Nuts and an Iron Lodging Nut; 6 of which are formed as Standards and connected with the Hold Beams. Number of Breasthooks Five Pointers two pair One Crutches 2 Transom Nuts each side. Butts End Bolts are of Iron Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling all 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 Signature H. & J. Rile Surveyor's Signature John B. ...



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 1/4	3
1	Fore Top Sails,	75	Hempen Stream Cable	8	1
2	Fore Topmast Stay Sails,	60	Hawser	1 3/16	1
1	Main Sails,	75	Towlines	5 3/4	
2	Main Top Sails,	75	Warp	4 3/4	
and <u>with forest</u>		All of <u>good</u> quality.			

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

She has One Long Boat and two other Boats

The present state of the Windlass is secure Capstan Wings and Rudder secure
with purchase

General Remarks—Statement and Date of Repairs.

*was kept daily stowed during the Building; water taken 8 1/8 17 25 16 27 11 23
6 8 6 7 7 8 8*

If Sheathed, Doubled, Felted, or Coppered of metal to water When last done August 1847

I am of opinion this Vessel should be Classed 10 A1

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

Chief Special£ : :

Certificate (if required)£ " : 10 : -

Committee's Minute 24 Aug 1847

Character assigned A 1 for 10



© 2021

Lloyd's Register Foundation