

No. 3324 Survey held at Sunderland Date August 23rd 1847
on the *St 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	Feet.	Inches.	Depth of Hold	16	Feet.	Inches.
Scantlings of Timber.				Thickness of Plank.							
Timber and Space	each	13 $\frac{1}{2}$	Inches.	Moulded	11 $\frac{1}{2}$	9	Inches.	Outside.	3	Inside.	Inches.
Floors	sided	4.12			8 $\frac{1}{2}$	8		Keel to Bilge	4	Foot Waling	4
1 st Foothooks	"	9.10		"	8	8		Bilge Planks	3	Bilge Planks	4
2 nd Ditto	"	8.9		"	7	7		Bilge to Wales	4 $\frac{1}{2}$	Ceiling in Flat	2 $\frac{1}{2}$
3 rd Ditto	"	8		"	4 $\frac{3}{4}$	4 $\frac{3}{4}$		Wales	2 $\frac{1}{2}$	Ditto Bilge to Clamp	4
Top Timbers	"	7.8		"	8 $\frac{1}{2}$	5 $\frac{1}{2}$		Topsides	3	Hold Beam Clamps	3 $\frac{1}{2}$
Deck Beams N ^o 24	Average Space	4.54		"	11	8 $\frac{1}{4}$		Sheer Strakes	6	Deck Beam Ditto	2 $\frac{1}{2}$
Hold Beams N ^o 15	Average Space	4.58		"	12	12		Plank Sheers	3	Ceiling 'twixt Decks	-
Keel	"	11		"	9	9		Water-Ways	3	Hold Beam Shelves	-
Kelsons	"	12		"	12	12		Upper Deck	-	Deck Beam Ditto	-
Size of Bolts in Fastenings, distinguishing whether											
Copper or Iron.				Iron.							
Heel-Knee, and Dead Wood abaft	N ^o 8	3 $\frac{1}{4}$		Bolts thro' the Bilge and Foot Waling	3 $\frac{1}{4}$	Hold Beam	7 $\frac{1}{8}$				
Scarphs of Keel	"	1		Butt End Bolts	5 $\frac{1}{8}$	Deck Beam	3 $\frac{1}{4}$				
Floor Timber Bolts	"	1 $\frac{1}{4}$		Lower Pintle of the Rudder	2 $\frac{3}{4}$						
Kelson ditto	"	1.7 $\frac{1}{8}$									
Transoms and throats of Hooks	"	7 $\frac{1}{8}$									
Arms of Hooks	"	3 $\frac{1}{4}$									

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 264 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 17 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 *well* bolted together. *well 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 $\frac{1}{6}$ of the entire moulding at that place. The Frame is *well* chocked with *a* Butt at each end of the chock. *in place*. The Main Kelson is composed of *Eng Oak and P. S. Oak* 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 Afr. 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 Oak and Mahogany*. The Wales and Black-strakes are of *Mahogany; Afr and Eng Oak*. The Topsides of *Mahogany and Eng Oak*. The Sheer-strakes and Plank-sheers of *Afr Oak, Mahogany & P. S. Oak*. The Water-ways of *Rosepine*. The Decks of *Rosepine* State of *good*. The Shifts of the Planking are not less than 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 *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 *Baltic Oak* Clamps of *Baltic Oak*. **Fastenings.**—To Hold Beams *Iron Hable Lodging Nails and 7 Iron Lodging Nails each side*

Deck Beams *The Wood Lodging Nails and an Iron Lodging Nail; 6 of which are formed as Standards and connected with the Hold Beams*. Number of Breasthooks *Five* Pointers *Two pair* One Crutches *2 Transom Nails 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 *12* 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. Rile* Surveyor's Signature *John B. B. 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 .	
7	Fore Sails,	200	Chain	1 1/4	3	Bower, 14 - 10 1/2 - 12 1/2
1	Fore Top Sails,	75	Hempen Stream Cable	8	1	Stream, 4 1/2
2	Fore Topmast Stay Sails,	60	Hawser	13/16	1	Kedge, 1 3/4
1	Main Sails,	75	Towlines	5 3/4		
2	Main Top Sails,	75	Warp	4 3/4		
and <u>well found</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 two other Boats

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

with purchase

General Remarks—Statement and Date of Repairs.

*Was regularly surveyed during the Building; Notes taken 8. 17. 25. 16. 27. 11. 23.
6. 8. 6. 7. 7. 8. 8*

If Sheathed, Doubled, Felted, or Coppered of Metal & 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 years



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