

No. 3477 Survey held at Liverpool Date Aug 21 1849
on the S. Anemone Master Bull
Tonnage 241 Built at Liverpool When built 1849
By whom built Buchanan & Gibson Owners Crofton & Co.
Port belonging to London Destined Voyage Oporto
If Surveyed Afloat or in Dry Dock during Building

Length aloft	92	6	Feet.	Inches.	Extreme Breadth	24	6	Feet.	Inches.	Depth of Hold	15	0	Feet.	Inches.
Scantlings of Timber.					Thickness of Plank.									
Timber and Space	each	11 1/2	Inches.		Inches.	Inches.	Outside.	Inches.		Inside.		Inches.		
Floors	10 3/4	Moulded	11	9	Keel to Bilge	3	Foot Waling	3 1/2						
1st Foothooks	9 1/4	"	8 1/2	"	Bilge Planks	4 1/2	Bilge Planks	4						
2nd Ditto	8 1/2	"	7 1/4	"	Bilge to Wales	3	Ceiling in Flat	2 1/2						
3rd Ditto	8	"	7	"	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2						
Top Timbers	7 1/2	"	4 1/2	"	Topsides	2 1/2	Hold Beam Clamps	4						
Deck Beams N°. of 19	8 1/2	"	8 1/2	5 1/2	Sheer Strakes	3	Deck Beam Ditto	3						
Hold Beams N°. of 12	10 1/2	"	10 1/2	8	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2						
Keel	10 11	"	9	"	Water-Ways	6	Hold Beam Shelves	"						
Kelsons	12	"	24	"	Upper Deck	3	Deck Beam Ditto	"						
Copper. In Metal.					Size of Bolts in Fastenings.									
Heel-Knee, and Dead Wood abaft	1 1/2	Inches.	Copper. In Metal.			Iron.			Inches.					
Scarphs of Keel	8	3/4	Bolts thro' the Bilge and Foot Waling	1/16	Hold Beam	7/8								
Floor Timber Bolts	7/8	"	Butt End Bolts	5/8	Deck Beam	3/4								
Kelson ditto	1	"	Lower Pintle of the Rudder	2 3/4	same in Iron above the Copper.									
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 10 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of Eng. Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng. Oak and are quite free from all defects. The Floors and first Foothooks are composed of Stettin & Eng. Oak Timber. The other Foothooks and Top Timbers of Eng. 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 reasonably free from sap, and from thence downwards, the frame is quite well 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 1/4 of the entire moulding at that place. The Frame is cross chocked with no Butt at each end of the chock. The Main Kelson is composed of Eng. Oak and the False Kelson of Amer. Oak. The Scarphs of the Kelsons are not less than 6 feet 0 inches. The Deck and Hold Beams are composed of Stettin & part Eng. 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 Amer. Elm & Eng. Oak. From the Light Water Mark to the Wales of Danz. Oak. The Wales and Black-strakes are of Danz. Oak. The Topsides of Danz. Oak. The Sheer-strakes and Plank-sheers of Eng. & Danz. Oak. The Water-ways of Danz. Oak. The Decks of Yellow Pine. State of good. The Shifts of the Planking are not less than 4 1/2 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 gently 3 Strakes between

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

Fastenings.—To Hold Beams Iron staple lodging pieces, & 7 Iron hanging pieces each side. Deck Beams Midship Beams fastened with one iron L. piece & an Iron Lug hanging piece, 4 of which are joined. Number of Breasthooks Five. Pointers one pair. Crutches 2 Iron from knees. Butts End Bolts are of Iron metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling are 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

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,	180	Chain	1 1/4 - 1 3/16	3	Bower, 12.0.21.11.2.12.11.2.5.
1	Fore Top Sails,	80	Hempen Stream Cable	7 3/4	1	Stream, 5 1/2 "
2	Fore Topmast Stay Sails,	60	Hawser	1 5/16	1	Kedge, 1 3/4 "
1	Main Sails,	80	Towlines	5 1/2		
2	Main Top Sails,	80	Warp	5.4		
and <u>usual Battle outfit.</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging is of hemp sufficient in size and good in quality.

She has One Long Boat and Ship

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

General Remarks—Statement and Date of Repairs.

Was regularly surveyed during the Building according to Rule.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

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

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

Special£ : :

Certificate " 10 "

Committee's Minute 24th Aug 1849

Character assigned A



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