

No. 5275 Survey held at Sunderland Date April 19th 1854
on the Ship "Anglo Saxon" Master Thomas Wraggles
Tonnage Old 890 New 766 Built at Sunderland When built 1854 Launched April
By whom built John Watson Owners P. Sindall jun^r & Co
Port belonging to London Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	Feet. 187	Inches. 8	Extreme Breadth	Feet. 31	Inches. 4	Depth of Hold	Feet. 18	Inches. 9
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches 15 1/4		Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches
Floors	sided 14	Moulded	11 1/2	12	Keel to Bilge	4 1/4	Limber Strakes	5
1 st Foothooks	" 12	"	"	"	Bilge Planks	5 1/2	Bilge Planks	5
2 nd Ditto	" 11 1/2	"	"	10 7	Bilge to Wales	4 1/4	Ceiling in Flat	3 1/2
3 rd Ditto	" 10 1/2	"	"	8	Wales	5 1/4	Ditto Bilge to Clamp	3 1/2
Top Timbers	" 10	"	"	6 1/2	Short Hoods	4	Hold Beam Clamps	6 1/2
Deck Beams N ^o 30	Average Space } 4 1/8	"	"	9 1/2	Topsides	4 1/4	Deck Beam Ditto	5 1/2
Hold Beams N ^o 28	Average Space } 4 1/4	"	"	13	Sheer Strakes	4 1/4	Ceiling 'twixt Decks	2 3/4
Keel	"	"	"	15 1/2	Plank Sheers	4	Hold Beam Shelves	12 1/2
Keelsons	"	"	"	14	Water-Ways	6	Deck Beam Ditto	13 1/2
Scarpns of Ditto	" 7 ft	"	"	24	Upper Deck	3 1/2		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Heel-Knee, and Deadwood abaft	Copper 1 5/16	Iron 1 1/8	Transoms and throats of Hooks	Copper 1 5/16	Iron 1 1/8	Lower Pintle of the Rudder	Copper 3 1/4	Iron 3 1/4
Scarpns of Keel.....N ^o 8	1 1/8		Arms of Hooks	1 1/8		Hold Beam	1 1/4	1 5/16
Floor Timber Bolts	"		Bolts thro' Bilge & Limber Strakes	7/8		Deck Beam	1 1/8	1 5/16
Kelson ditto	1 5/16		Butt End Bolts	3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/3 Inches. The Space between the Top-timbers is 5 1/6 Inches. The Stem, Stern Post, consist of Eng Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, and Deadwood, of Eng & Afr Oak and are free from all defects.

The Floors consist of Eng & Afr Oak The First Foothooks of Eng & Afr Oak Timber.

The Second Foothooks of Eng & Afr Oak The Third Foothooks of Eng & Afr Oak The Top Timbers of Eng & Afr Oak

The Shifts of the first and second Foothooks are not less than 1 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 to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/8 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

The Main Keelson is green heart and free from all defects. The False Keelson is green heart

The Deck Beams consist of Afr & Eng Oak The Hold Beams of Afr & Eng Oak The Knees of Eng Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Green Elm

From the above named Height to the Light Water Mark Sawzig Oak

From the Light Water Mark to the Wales Afr Oak

The Wales and Black-strakes are Afr & green heart The Topsides Afr & green heart

The Sheer-strakes Afr Oak and Plank-sheers Afr & green heart The Water-ways Afr & green heart

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 between

Planking Inside.—The Limber-strakes are Afr & green heart the Bilge Planks light Afr & Eng Oak

The Ceiling, Lower Hold, Afr & green heart Between Decks Plank

Shelf Pieces green heart Clamps Iron Bars Afr & green heart

Fastenings.—To Hold Beams Iron Lodging Pins, Half on top, and 12 pair of Iron Pins under

Deck Beams Secured by Water pins & Half under, alternate Standard & Lodging Pins
and Lodging Pins in the Mast coons

Number of Breasthooks Seven Pointers Four Iron Hooks Iron Crutches Five Iron Pins

Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng & Afr Oak How Made round

General Quality of Workmanship good

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

Builder's Signature John Watson Surveyor's Signature John D. Miles

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 .	Weight.
2	Fore Sails,	Chain	300 19/16	3	34.1.14
2	Fore Top Sails,	Hempen Stream Cable	75 4		82.8.14
2	Fore Topmast Stay Sails,	Hawser	60 1	1	32.1.7
1	Main Sails,	Towlines	80 6 1/2		5.8.12
2	Main Top Sails,	Warp	80 5 1/2	1	2.1.10
and <u>thus as usual</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 two others

The present state of the Windlass is good Capstan Which Rudder good Pumps Iron Metal
Patent

General Remarks—Statement and Date of Repairs.

This ship is fastened in the exterior decks included with of Metal to the entire exclusion of Iron

John Watton

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

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

The Amount of the Fee.....£ 5 : " : " is received by me,

Order No. 371 Special£ 38 : 6 : "

Certificate (if required)£ grates

Committee's Minute 9th May 1854

Character assigned 1st 13th



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