

No. 6394 Survey held at Sunderland Date April 21st 1858
on the Snow "Anne" Ammie Master W. Pippet
Tonnage Old " Built at Sunderland When built 1854 x 58 Launched Feb^{ry} 1858.
By whom built J. Lister Owners W. Pippet
Port belonging to S. Shields Destined Voyage Athens
If Surveyed while Building, Afloat, or in Dry Dock During Building

Length aloft	Feet.	Inches.	Extreme Breadth Outside						Feet.	Inches.	Depth of Hold	Feet.	Inches.	Thickness of Plank.		
	Sided.	Moulded.	IN SHIP.	REQUIRED PER RULE.	Moulded.	Sided.	Moulded.	Ends.	Outside.	INCHES.	Required per Rule.	Inside.	INCHES.	Required per Rule.	Inside.	INCHES.
Scantlings of Timber.																
TIMBER AND SPACE	23	"	"	23	"	"	"	"	Garboard Strakes ..	3 1/2	3	Limber Strakes	3 1/2	3 1/4		
Floors	10 1/2	11	9	9 1/2	9 1/2	8 1/4	8 1/4	"	Garboard to Bilge ..	3 1/2	3	Bilge Planks	4	3 1/4		
1 st Foothooks	9 1/4	9	"	8 1/4	8 1/4	"	"	"	Bilge Planks	4	3	Ceiling in Flat	2 3/4	2 1/2		
2 nd Ditto	9	8 1/2	"	7 1/2	7 1/2	"	"	"	Bilge to Wales	3 1/2	3	Ditto Bilge to Clamp	2 3/4	2 1/2		
3 rd Ditto	8	7 1/2	5	7	7	5	5	"	Wales	4 1/2	4 1/4	Hold Beam Clamps..	4 1/2	3 1/2		
Top Timbers	8	7 1/2	5	7	7	5	5	"	Topsides	3 1/2	3 1/2	Deck Beam Ditto ..	3 1/2	3 1/2		
Deck } No 22 Average } 4 feet	8 3/4	8 3/4	7	8 1/2	8 1/2	7	7	"	Sheer Strakes	3 1/2	3 1/2	Ceiling 'twixt Decks	2 1/2	2 1/4		
Beams }									Plank Sheers	3 1/4	3 1/2	Hold Beam Sheers ..	"	"		
Deck Beams, length amidships	24	feet	6	"	"	"	"	"	Water - Upper Deck	5 1/2	5	Deck Beam Ditto ..	"	"		
Hold } No 16 Average } 3 feet	11 1/4	11 1/4	9 1/2	11 1/4	11 1/4	9 1/2	9 1/2	"	Ways { Lower Deck	"	"					
Beams }									Ditto, faying surface	5 1/2	5					
Hold Beams, length amidships	24	feet	6	"	"	"	"	"	against Timbers ..							
Keel	12 1/2	16	"	11 1/4	11 1/4	"	"	"	Upper Deck	3	2 1/2					
Scarp of Ditto	5	feet	2	5	feet	5	feet									
Keelsons	12 1/2	13	"	12 1/4	12 1/4	"	"	"								
Scarp of Ditto	5	feet	6	5	feet	5	feet									
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.																

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Heel-Knee, and Deadwood abaft	1 1/8	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4
Scarp of Keel	N ^o 8	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Keelson Bolts through Keel at each Floor	1	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Bolts through Heels of Timbers against Deadwood	3/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4
Transoms and throats of Hooks	1	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Arms of Hooks	1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Bolts thro' Bilge & Limber Strakes	3/4	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Butt End Bolts	3/4	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Pintles of the Rudder	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Hold Beam Bolts in	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Deck Beam Bolts in	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Nails or Bolts in Flat of Deck	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Treenails	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.
The Floors consist of German & English Oak The First Foothooks of German & English Oak
The Second Foothooks of English Oak The Third 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 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 to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 to 1/5 of the entire moulding at that place.

The Frame is cross choiced with no Butt at each end of the choick. The Main piece of Rudder is English Oak

The Main Keelson is German Oak and is free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of American Elm to 2 feet and are free from all defects.

The Deck and Hold Beams consist of German Oak The Breasthooks of Iron The Knees of Iron

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

From the above named Height to the Light Water Mark American Elm

From the Light Water Mark to the Wales German Oak

The Wales and Black-strakes are German Oak The Topsides German Oak

The Sheer-strakes and Plank-sheers Green Heart & German Oak The Water-ways Upper Deck German Oak

The Decks Yellow Pine State of good Lower Deck "

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 free between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Green Heart, African & German Oak

The Ceiling, Lower Hold, and between Decks German Oak Shelf Pieces and Clamps German & African Oak

Fastenings.—To Hold Beams Iron Lodging Knees & 8 pairs of Iron

Knee Riders.

Deck Beams Iron Lodging Knees, & 11 pairs of Iron Lug Hanging

Knees 6 pairs worked as staple standards.

Number of Breasthooks 3 of Iron & 2 of African Oak one pair English Oak Crutche Iron

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 English Oak How Made round

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship fair

We certify that the above is a correct description of the several particulars therein given

Builder's Signature J. Lister Surveyor's Signature Thos. B. Lister

W. Pippet

520933-0293

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.
A single suit.	Fore Sails,	Chain (certificates provided)	200	1 1/4	Bower,	3	13-0-12
	Fore Top Sails,	Hempen Stream Cable	40	8			13-3-18
	Fore Topmast Stay Sails,	Hawser ... chain	60	4/8	Stream,	1	13-2-0
	Main Sails,	Towlines	45	5 1/2			3-3-19
	Main Top Sails,	Warp	45	4 1/2	Kedge,	1	1-2-12
	and others as usual	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 a skiff

The present state of the Windlass is new Capstan new Rudder new Pumps new

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>September 29th 1854.</u>
	2nd. When the Beams are put in, &c.	<u>October 28th "</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>January 1858.</u>

Present condition of Caulking of Bottom, good Deck, good and Waterways good

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

I am of opinion this Vessel should be Classed S.M. 1.

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

Order No. 277 Special£ 14 : : : "

Certificate£ : : : "

Committee's Minute 4th May 1858

Character assigned A1 for 8 Years



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