

No. 8169 Survey held at Sunderland Date June 29th 1864
on the Schooner "Hannah" Master Robt Christie
Tonnage Old Built at Sunderland When built 1863-4 Launched June 1864
By whom built Messrs Wilson Bros. Owners Robt Christie
Port belonging to Albroach Destined Voyage Baltic
Surveyed while Building, Afloat, or in Dry Dock Whilst building

Length aloft	72	Feet.		Inches.		Extreme Breadth Outside	19	Feet.		Inches.		Depth of Hold	9	Feet.		Inches.	
		IN SHIP.		REQUIRED PER RULE.				IN SHIP.		REQUIRED PER RULE.		Thickness of Plank.		IN SHIP.		REQUIRED PER RULE.	
Scantlings of Timber.		Sided.	Moulded.	Sided.	Moulded.	Outside.		INCHES.	Required per Rule.	Inside.		INCHES.	Required per Rule.		INCHES.	Required per Rule.	
TIMBER AND SPACE	2 1/2					Garboard Strakes		2 1/4	2	Limber Strakes		2 3/4	2 1/2				
Floors	8	7 1/2	6 1/2	7	7	Garboard to Bilge		2 1/4	2	Bilge Planks		2 3/4	2 1/2				
1st Foothooks	7	6 1/2		6	6	Bilge Planks		2 1/4	2	Ceiling in Flat		1 3/4	1 1/2				
2nd Ditto	6 1/2	6		5 1/2	5 1/2	Bilge to Wales		2 1/4	2	Ditto Bilge to Clamp		1 3/4	1 1/2				
3rd Ditto	6			5 1/2		Wales		3 1/2	3	Hold Beam Clamps		2 3/4	2 1/4				
Top Timbers	6		4 1/2	5 1/2	4	Topsides		2 1/2	2 1/4	Deck Beam Ditto		2 1/2	2 1/4				
Deck } N ^o 17 Average } 4/0	7	7	5 3/4	7	7	Sheer Strakes		2 1/2	2 1/4	Ceiling 'twixt Decks							
Beams }						Plank Sheers		2 1/4	2	Hold Beam Shelves							
Deck Beams, length amidships		18	7			Water- } Upper Deck		6	3 1/2	Deck Beam Ditto							
Hold } N ^o Average }						Ways } Lower Deck											
Beams }																	
Hold Beams, length amidships						Ditto, faying surface		3 3/4	3 1/2								
Keel	8 1/2	10 1/2	12	8	8	against Timbers											
Scarp of Ditto		4/5		4/5		Upper Deck		2 1/2	2 1/2								
Keelsons	10 1/4	10 1/4	10 1/4	9	9												

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.										Copper or Y.M. in Ship.									
Heel-Knee, & Deadw'd abaft										Inches required per Rule									
Scarp of Keel, N ^o 7										Inches required per Rule									
Keelson Bolts through Keel at each Floor										Inches required per Rule									
Bolts thro' Heels of Timbers against Deadwood										Inches required per Rule									
Transoms and throats of Hooks										Inches required per Rule									
Arms of Hooks										Inches required per Rule									
Thro' Bilge & Limber Strakes										Inches required per Rule									
Thickstuff over Double Floors										Inches required per Rule									
Butt End Bolts										Inches required per Rule									
Pintles of the Rudder										Inches required per Rule									
Hold Beam										Inches required per Rule									
Bolts in										Inches required per Rule									
Deck Beam										Inches required per Rule									
Bolts in										Inches required per Rule									
Nails or Bolts in Flat of Deck										Inches required per Rule									
Treenails										Inches required per Rule									

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2:3 Inches. The Space between the Top-Timbers is 3:5 Inches.
The Floors consist of English & German oak The First Foothooks of 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 1/8 of the breadth N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 1/8 of the breadth
The Frame is fairly squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared
The alternate Frames are bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are close together; their thickness not less than 1/8 of the entire moulding at that place.
The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is English oak of Windlass is English oak
The Keel is Ant. English The Main Keelson is German oak and free from all defects.
The Stem, and Stern Post of English oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English oak Deadwood, of Ant. elm to 2 ft above and are free from all defects.
The Deck and Hold Beams of German & English oak The Breasthooks of Iron & English oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American rock elm or to the First Foothook Heads
From the above named Height to the Light Water Mark American rock elm and German oak
From the Light Water Mark to the Wales German oak
The Wales and Black-strakes are German oak The Topsides & Sheer-strakes German oak
The Spirketting and Plank-sheers German oak The Water-ways { Upper Deck German oak Lower Deck
The Decks Yellow pine State of New & 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 three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are German oak
The Ceiling, Lower Hold, and between Decks German oak Shelf Pieces and Clamps German oak
Fastenings.—To Hold Beams

Deck Beams Iron staple lodging knees in each beam space, and three pairs of iron roller knees
Number of Breasthooks Iron & the English Pointers One pair of iron Crutches One of iron
Butt End Bolts are of Iron in the Bottom: two Bolts in each Butt End one of which is through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of English oak How Made Circular
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given
Builder's Signature David Wilson Surveyor's Signature Thomas Lawrence
Thomas Lawrence Register

SLD936-0038

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.		
2	Fore Sails,	Chain	150 7/8	Bower,	1 8.0.18
1	Fore Top Sails,	Hempen Stream Cable	75 6 1/2	Stream,	1 5.1.20
2	Fore Topmast Stay Sails,	Hawser	40 5/8		
1	Main Sails,	Towlines	45 5		
1	Main Top Sails,	Warp	75 4		
and <u>spare sails</u>		All of <u>good</u> quality.			

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

She has one Long Boat and

The present state of the Windlass is good Capstan much Rudder good Pumps two of iron good

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>August 19th 1863</u>
	2nd. When the Beams are put in, &c.	<u>May 12th 1864</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>June 16th</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 P.A.1

The Amount of the Fee.....£ 1 : " : " is received by me,

Special£ 1 : 1 : "

Certificate£ " : 2 : 6

Committee's Minute 5th July 1864

Character assigned 1 for 8 Years



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