

No. 8169 Survey held at Sunderland Date June 29<sup>th</sup> 1864  
 on the Schooner "Hannah" Master Robt Christie  
 Tonnage Old \_\_\_\_\_ New 82<sup>18</sup>/<sub>100</sub> Built at Sunderland When built 1863-4 Launched June 1864  
 By whom built Messrs Wilson Bros. Owners Robt Christie  
 Port belonging to Arbroath Destined Voyage Baltic  
 Surveyed while Building, Afloat, or in Dry Dock Whilst building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	72	8	19	6		9	9							
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE	20	8	7 1/2	6 1/2	18	7	7	6	6	2 1/4	2	2 3/4	2 1/2	
Floors	8	7 1/2	6 1/2	7	7	6	6	6	6	2 1/4	2	2 3/4	2 1/2	
1 <sup>st</sup> Foothooks	7	6 1/2	6	5 1/2	6	5 1/2	5 1/2	5 1/2	5 1/2	2 1/4	2	1 3/4	1 1/2	
2 <sup>nd</sup> Ditto	6 1/2	6	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	2 1/4	2	1 3/4	1 1/2	
3 <sup>rd</sup> Ditto	6	6	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	2 1/4	2	1 3/4	1 1/2	
Top Timbers	6	6	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	2 1/4	2	1 3/4	1 1/2	
Deck Beams	7	7	5 3/4	5 3/4	7	7	5 3/4	5 3/4	5 3/4	2 1/4	2 1/4	2 3/4	2 1/4	
Deck Beams, length amidships	18	7	7	5 3/4	7	7	5 3/4	5 3/4	5 3/4	2 1/4	2 1/4	2 3/4	2 1/4	
Hold Beams	8 1/2	10 1/2	12	8	8	8	8	8	8	2 1/4	2 1/4	2 3/4	2 1/4	
Keel	8 1/2	10 1/2	12	8	8	8	8	8	8	2 1/4	2 1/4	2 3/4	2 1/4	
Keelsons	10 1/4	10 1/4	10 1/4	9	9	9	9	9	9	2 1/4	2 1/4	2 3/4	2 1/4	

Outside.	INCHES.		Inside.	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	2 1/4	2	Limber Strakes	2 3/4	2 1/2
Garboard to Bilge	2 1/4	2	Bilge Planks	2 3/4	2 1/2
Bilge Planks	2 1/4	2	Ceiling in Flat	1 3/4	1 1/2
Bilge to Wales	2 1/4	2	Ditto Bilge to Clamp	1 3/4	1 1/2
Wales	3 1/2	3	Hold Beam Clamps	2 3/4	2 1/4
Topsides	2 1/4	2 1/4	Deck Beam Ditto	2 1/2	2 1/4
Sheer Strakes	2 1/4	2 1/4	Ceiling 'twixt Decks	2 1/2	2 1/4
Plank Sheers	2 1/4	2	Hold Beam Shelves	2 1/2	2 1/4
Waterways	6	3 1/2	Deck Beam Ditto	2 1/2	2 1/4
Ditto, faying surface against Timbers	3 3/4	3 1/2			
Upper Deck	2 1/2	2 1/2			

**Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.**

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	-	1 1/8	1 1/8
Scarphs of Keel, N <sup>o</sup> 7	-	1 1/8	1 1/8
Keelson Bolts through Keel at each Floor	-	1 3/8	1 3/8
Bolts thro' Heels of Timbers against Deadwood	-	1 1/8	1 1/8
Transoms and throats of Hooks	-	1 3/8	1 3/8
Arms of Hooks	-	1 1/8	1 1/8
Thro' Bilge & Limber Strakes	-	1 1/8	1 1/8
Thickstuff over Double Floors	-	1 1/8	1 1/8
Butt End Bolts	-	1 1/8	1 1/8
Pintles of the Rudder	-	1 3/8	1 3/8
Hold Beam Bolts in Waterway	-	1 1/8	1 1/8
Hold Beam Bolts in Shelf for Clamp	-	1 1/8	1 1/8
Deck Beam Bolts in Waterway	-	1 1/8	1 1/8
Deck Beam Bolts in Shelf for Clamp	-	1 1/8	1 1/8
Nails or Bolts in Flat of Deck	-	5	5
Treenails	-	1 1/8	1 1/8

**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 1/2 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 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 from Floor to 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 1/2 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 Engl oak of Windlass is Engl oak  
 The Keel is Ant. Engl oak 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. oak to 2ft above and are — free from all defects.  
 The Deck and Hold Beams of German & Engl oak The Breasthooks of Iron & Engl 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 rider knees  
 Number of Breasthooks Two iron & One Engl oak 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

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 <sup>o</sup> .			Fathoms.	Inches.		Weight.
2	Fore Sails,	Chain	150	7/8	Bower, Common	5.0.18
1	Fore Top Sails,	Hempen Stream Cable	75	6/2	8:18	5.1.20
2	Fore Topmast Stay Sails,	Hawser	40	5/8	Stream,	2.0.2
1	Main Sails,	Towlines	45	5	Kedge,	1.1.20
1	Main Top Sails,	Warp	45	4		
and <u>Spare sails</u>		All of <u>good</u> quality.				

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

She has one Long Boat and

The present state of the Windlass is good Capstan Match 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	2nd. When the Beams are put in, &c.	3rd. { When completed, and before the plank be painted or payed }
	<u>August 19<sup>th</sup> 1863</u>	<u>May 12<sup>th</sup> 1864</u>	<u>June 16<sup>th</sup></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 PA 1

The Amount of the Fee.....£ 1 : " : " is received by me,  
 Special .....£ 1 : 1 : "  
 Certificate .....£ " : 2 : 6

*Thomas Lawrence*  
*By: M. M. M.*

Committee's Minute 5<sup>th</sup> July 1864

Character assigned PA 1 for 8 years