

No. 588 Survey held at Topsam Date Oct. 17<sup>th</sup> 1838  
 on the Ann (Shoener) Master Sam<sup>r</sup> Pearce  
 Tonnage 85<sup>0</sup> 70<sup>0</sup> 40<sup>0</sup> Built at Farmouth When built 1830  
 By whom built Matthews & Co Owners Sam<sup>r</sup> Pearce  
 Port belonging to Sater Destined Voyage Newcastle

If Surveyed Afloat or in Dry Dock in Builders Ship  
See London Survey No 3587 & 3656 Classed 9 Years

Length aloft..... 38 Feet 6 Inches. Extreme Breadth ..... 18 Feet 7 Inches. Depth of Hold ..... 10 Feet 5 Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space..... each	<u>26</u>			Keel to Bilge .....		Foot Waling.....	<u>3</u>
Floors..... sided	<u>8</u>	Moulded <u>10</u>		Bilge Planks .....		Bilge Planks .....	<u>3</u>
1 <sup>st</sup> Foothooks.....	<u>7</u>	"	"	Bilge to Wales .....		Ceiling in Flat .....	<u>2 1/2</u>
2 <sup>nd</sup> Ditto.....	"	"	"	Wales .....		Ditto Bilge to Clamp .....	<u>2 1/2</u>
3 <sup>rd</sup> Ditto.....	"	"	"	Topsides .....		Hold Beam Clamps .....	
Top Timbers .....	<u>4</u>	"	<u>5</u>	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Deck Beams..... Number of <u>15</u>	<u>7</u>	"	<u>7 1/2</u>	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks .....	
Hold Beams..... Do. do. <u>2</u>	<u>5 1/2</u>	"	<u>5 1/2</u>	Water-ways <u>about</u> .....	<u>6</u>	Hold Beam Shelves .....	
Keel .....	<u>10</u>	"	<u>8</u>	Upper Deck <u>to</u> .....	<u>2 1/2</u>	Deck Beam ditto .....	
Kelsons .....	<u>9</u>	"	<u>13</u>				

Copper.		Copper.		Iron.	
	Inches		Inches		Inches
Heel-Knee, and Dead Wood abaft .....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N <sup>o</sup> .		Butt End Bolts .....		Deck Beam .....	
Floor Timber Bolts.....		Lower Pintle of the Rudder .....			
Kelson ditto.....				same in Iron above the Copper .....	
Transoms and throats of Hooks .....					
Arms of Hooks .....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is three Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.  
 Her Floors and first Foothooks are composed of English Oak Timber.  
 Her other Foothooks and Top Timbers of do where visible  
 Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule, then state how many.  
 The rest of the Shifts of the Frame are \_\_\_\_\_  
 The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_  
 The alternate Frames are \_\_\_\_\_ bolted together.  
 The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.  
 The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.  
 The Main Kelson is composed of English Oak and the False Kelson of 2 1/2 English Oak planks  
 The Scarphs of the Kelsons are not less than 6 1/2 feet \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of English Oak

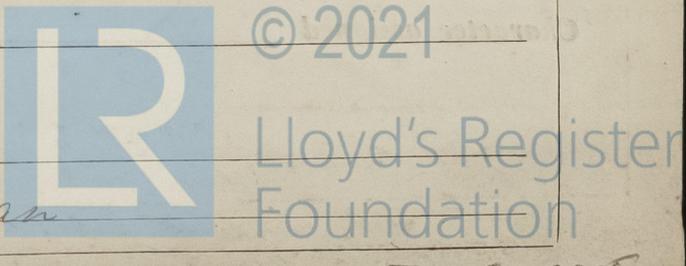
**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Elm  
 From the first Foothook Heads to the Light Water Mark of English Elm  
 From the Light Water Mark to the Wales of English Oak  
 The Wales and Black-strakes are of English Oak  
 The Topsides of do  
 The Sheer-strakes of do Decks, and state of, red pine very good  
 The Gunwales of do Water-ways of English Oak  
 The Shifts of the Planking are not less than 5 Feet \_\_\_\_\_ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Clamps are composed of English Oak The Planking is wrought \_\_\_\_\_ between. the Stringers of \_\_\_\_\_  
 The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak except four strakes of red pine under the clamps

**Fastenings.**—To Hold Beams Wood knees, fore & aft ways, E. Oak  
 Deck Beams double Wood knee fore & aft ways, English Oak  
 Number of Breasthooks four Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Copper bolted through and clenched.  
 General Quality of Workmanship very good

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name John Holman



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	130	Chain .....	7 1/2	2
1	Fore Top Sails,	80	Hempen Stream Cable.....	5	1
	Fore Topmast Stay Sails,	70	Hawser .....	4	1
2	Main Sails,	70	Towlines .....	3	
1	Main Top Sails,	70	Warp .....	2 1/2	
	and		All of <u>good</u> quality.		

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

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan run and Rudder good

**General Remarks—Statement and Date of Repairs.**

The Vessel has been placed in Builders Shop, her Copper has now been taken off, the Vessel dived from top side to keel, her fastenings examined, her channels taken, the Paint Strake under the Chamber was defective, which have been shifted, the Pine Ceiling appears very good it being all above the Belge. Strakes, the Keyells top Timbers and the Vessel as far as I can discern appears to be very firm, and as far as can be seen thoroughly copper fastened under the Males, and a Vessel of her description built now would be allowed to Stand 12 years A 1 unless the Pine Ceiling was an objection

Be pleased to send a Certificate of Classification for this Vessel

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And run of opinion this Vessel should be Classed for three years here A 1, and is fit to carry any General Cargoes

The Amount of the Fee.....£ : 10:0 is received by me,

*John Holman*  
Surveyor

Committee Minute 30<sup>th</sup> Oct. 1838

Character assigned A 1 9 Years Record Repairs

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