

No. 105 Survey held at Padstow Date July 23rd & Sept 8th 1842
on the Schooner Ann Master Jas Rowe
Tonnage Built at Bristol When built 1829
By whom built Owners J. & W. Stewart
Port belonging to Penzance Destined Voyage Newport & Marseilles
If Surveyed Afloat or in Dry Dock

Length aloft	Feet. 58	Inches. 0	Extreme Breadth	Feet. 17	Inches. 10	Depth of Hold	Feet. 8	Inches. 7
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	21 1/2 24	Inches. Middle	Inches. Ends	Outside.		Inside.	
Floors	sided	8	Moulded	9 1/2 7	Keel to Bilge	2 1/2	Foot Waling	2 1/2
1 st Foothooks	"	6 1/2 8 1/2	"	7 6	Bilge Planks	4	Bilge Planks	3
2 nd Ditto	"	5 1/2	"	5 1/2 5	Bilge to Wales	2	Ceiling in Flat	2 1/2
3 rd Ditto	"	5	"	4 1/2 4	Wales	3	Ditto Bilge to Clamp	2
Top Timbers	"	5	"	4 1/2 4	Topsides	2	Hold Beam Clamps	
Deck Beams	N ^o . of 15	7 1/2	"	7 1/2 6 1/2	Sheer Strakes	2 1/4	Deck Beam Ditto	2 1/2
Hold Beams	N ^o . of	"	"	"	Plank Sheers	2 1/4	Ceiling 'twixt Decks	
Keel	"	8	"	11	Water-Ways	4	Hold Beam Shelves	
Kelsons	"	9	"	20 14	Upper Deck	2 1/2	Deck Beam Ditto	

Copper.		Inches.	Size of Bolts in Fastenings.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft	15/15		Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam		
Scarp of Keel	N ^o . 5/5		Butt End Bolts	3/4		Deck Beam	3/4	
Floor Timber Bolts	5/8		Lower Pintle of the Rudder	2 1/2		same in Iron above the Copper.		
Kelson ditto	5/10							
Transoms and throats of Hooks	7/8							
Arms of Hooks	3/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5-7 1/2 Inches. The Stem, Stern Post, are composed of Eng^l Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng^l Oak and are free from all defects.
The Floors and first Foothooks are composed of Eng^l Oak Timber.
The other Foothooks and Top Timbers of Eng^l Oak
The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 3 & 4 feet
The Frame is well squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is well squared in the old work, and also bolted to the new work
The alternate Frames are all bolted together. N. B. If not, state how bolted.
The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. when there is a chock, but they are mostly square heads & heels
The Frame is partially chocked with square Butt at each end of the chock.
The Main Kelson is composed of Eng^l Oak and the False Kelson of Amer. Oak
The Scarphs of the Kelsons are not less than 9 feet inches.
The Deck and Hold Beams are composed of Eng^l Oak, space between except battening is 3/10

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Eng^l & Amer. Elm
From the first Foothook Heads to the Light Water Mark of Eng^l Oak & Amer. Elm
From the Light Water Mark to the Wales of Ditto
The Wales and Black-strakes are of Ditto The Topsides of Amer. Elm
The Sheer-strakes and Plank-sheers of Eng^l Oak The Water-ways of Red pine
The Decks of Yel. Pine State of all new
The Shifts of the Planking are not less than 4 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 two & three between

Planking Inside.—The Limber-strakes are composed of Eng^l Elm & Oak the Bilge Planks of Amer. Elm
The Ceiling, Lower Hold, of Amer. Elm & Oak Between Decks of Amer. Elm & Oak
Shelf Pieces of Clamps of Amer. Elm & Oak

Fastenings.—To Hold Beams
Deck Beams Lodged & Locked knee to each of Oak
Number of Breasthooks 1 Pointer 1 Crutches
Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched.
Bilge and Footwaling Iron 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
Lloyd's Register Foundation

PS1030-0047

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 .	
/	Fore Sails,	150	Chain	78	2	Bower, 4-0-0 & 5-3-0
/	Fore Top Sails,	70	Hempen Stream Cable	7	1	Stream, 2-1-0
/	Fore Topmast Stay Sails,	140	Hawser	4 1/2	1	Kedge, " 3-0
/	Main Sails,	70	Towlines	3 1/2		
/	2nd Main Top Sails,		Warp			
	and all other necessary Sails, &		All of <u>Good</u> quality.			

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

She has One Long Boat and no other boat

The present state of the Windlass is Good Capstan new and Rudder Good

General Remarks—Statement and Date of Repairs.

This vessel has been lengthened 13 feet by the Stern, consequently all that part is new

All her Decks, Waterways, Paint Strake, Plank Shear, Stanchions, Bulwarks, Rail, & Topsides plank, are all new

The principal part of the Bends and other plank inside & outside is new, all the fastenings are new and the vessel is in very excellent order, in every respect

The Port rule, Page 15 & 16 (See 55 & 56 has been fully complied with

be pleased to send me a Certificate

See Letter Book p. 185
" " " p. 214

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

I am of opinion this Vessel should be Classed 5 Years A 1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,
Certificate 5 0
Special£ : :

John Holman Elm

Committee's Minute 16th September 1842

Character assigned Returned A 1 for 4 years



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