

No. 105 Survey held at Radstow Date July 23rd & Sept 5th 1842
 on the Schooner Ann Master John Rowe
 Tonnage Will send the Tonnage Built at Bristol When built 1829
 By whom built _____ Owners Jos & W Stewart
 Port belonging to Penzance Destined Voyage Newport & Marcellas
 If Surveyed Afloat or in Dry Dock _____

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

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5-7/8 Inches. The Space between the Top-timbers is 5-7/8 Inches. The Stem, Stern Post, are composed of Eng^h Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng^h Oak and are free from all defects. The Floors and first Foothooks are composed of Do Timber. The other Foothooks and Top Timbers of Do. 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 totally free from sap, and from thence downwards, the frame is well squared on 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^h 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^h Oak, space between except battening is 3/10 ft. in.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Eng^h & Amer. Elm. From the first Foothook Heads to the Light Water Mark of Eng^h 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^h 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^h 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 Dog jaw & Locking knee to each of Oak. Number of Breasthooks 1 Pointers _____ 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 H. Sturges

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		
/	^{2 sets} 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 byond has been lengthened 13 feet by the Stern, consequently all that part is new

All her Decks, Waterways, Paint Strake, Plank Shear, Stanchions, Bullworks, Rails, & Topsides planks, are all new

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

The Tunt 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 : 0
Special£ : :

John Holman

Committee's Minute 16th September 1842

Character assigned Returned A 1 for 4 Years



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