

Rec. 21 Sept. 93

No. 93 Survey held at Weymouth Date September 19<sup>th</sup> 1844  
 on the Schooner Anabella Master Robert Fawcner  
 Tonnage 160 Built at Weymouth When built 1844  
 By whom built Thomas Ayles Owners Messrs Jackson & Sons  
 Port belonging to London Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock on the Slip

Length aloft .....	Feet. <u>79</u> Inches. <u>0</u>	Extreme Breadth .....	Feet. <u>22</u> Inches. <u>9</u>	Depth of Hold .....	Feet. <u>13</u> Inches. <u>2</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Timber and Space..... each	Inches. <u>23</u>		<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
Floors..... sided	<u>10½</u>	Moulded	Keel to Bilge .....	<u>3</u>	Foot Waling .....	<u>3</u>
1 <sup>st</sup> Foothooks..... "	<u>10</u>	"	Bilge Planks .....	<u>4</u>	Bilge Planks .....	<u>3½</u>
2 <sup>nd</sup> Ditto..... "	<u>9</u>	"	Bilge to Wales .....	<u>2½</u>	Ceiling in Flat .....	<u>2½</u>
3 <sup>rd</sup> Ditto..... "	<u>7½</u>	"	Wales .....	<u>4½</u>	Ditto Bilge to Clamp .....	<u>2½</u>
Top Timbers .....	<u>7</u>	"	Topsides .....	<u>2½</u>	Hold Beam Clamps .....	<u>3</u>
Deck Beams .... N°. of <u>10</u> .....	<u>10</u>	"	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams .... N°. of <u>4</u> .....	<u>9½</u>	"	Plank Sheers.....	<u>3½</u>	Ceiling 'twixt Decks .....	<u>2</u>
Keel .....	<u>11</u>	"	Water-Ways .....	<u>4½</u>	Hold Beam Shelves .....	
Kelsons .....	<u>11</u>	"	Upper Deck .....	<u>3</u>	Deck Beam Ditto.....	

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4/6

The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is well squared

The alternate Frames are well 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.

The Frame is well chocked with a Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of English Oak

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Beech

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak

The Decks of American Red Pine State of good quality

The Shifts of the Planking are not less than 5 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 \_\_\_\_\_ between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of \_\_\_\_\_ Clamps of English Oak

**Fastenings.**—To Hold Beams Lodging Iron Knees

Deck Beams Lodging wood Knees and 10 Hanging Iron Knees

Number of Breasthooks four Pointers two Crutches one

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling well bolted through and clenched.

General Quality of Workmanship very good and well finished

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

Builder's Name

Surveyor's Name



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
1	Square Sail		Chain .....	1 <sup>1</sup> / <sub>8</sub>	2	Bower, 1 of 10-1-0 & 1 of 10-0-0
2	Fore Sails,	180	Chain stream	3	1	Stream, " 4-2-0
1	Fore Top Sails,	75	Hempen Stream Cable .....	5 <sup>1</sup> / <sub>2</sub>	1	Kedge, " 1-2-0
1	Top gallant sail	100	Hawser .....	4 <sup>1</sup> / <sub>2</sub>	1	Do " 1-1-0
1	Fore Topmast Stay Sails,		Towlines .....	3 <sup>1</sup> / <sub>2</sub>		
6	Mudding sails		Warp .....	2 <sup>1</sup> / <sub>2</sub>		
1	Main Sails,	90	All of <u>best</u> quality.			
1	Main Top Sails, <u>gaff</u>	90				
4	<u>Sibbs</u>					
and						

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has one Long Boat and one small Boat

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

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

The alternate frames in this Vessel is well Bolted together  
The Frame well Squared and free from all defects, the Butts  
of the Frame are close and Cross Chocked, the Planking  
is Trough agreeable to the Rules of the Society  
The Butts, foot waling and Bilge Planks are  
well Bolted through and clenched, is Copper  
fastened all below the Wale and in every respect  
she is a very strong and well Built Vessel

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 2 A 1

The Amount of the Fee.....£ 2 : = : = is received by me, Robt Gray  
Special .....£ : :

Committee's Minute 24 Sept 1844

Character assigned 2 A 1



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