

1112 Survey held at Manxport Date 28th January Rec 14/2/57 1112
The Brig "Anne Logan" Master John Logan
Tonnage 262 1/2 Built at Manxport When built 1857
By whom built Messrs R Wood & Co Owners Logan & Co
Port belonging to Manxport Destined Voyage Liverpool
If Surveyed Afloat or in Dry Dock Mobile Building

Length aloft	Feet. 28	Inches.	Extreme Breadth	Feet. 24	Inches. 6	Depth of Hold	Feet. 16	Inches.
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches. 26		Outside.			Inside.		
Floors	sided 12	Moulded 12	Keel to Bilge	Inches. 3		Limber Strakes	Inches. 4	
1 st Foothooks	" 10	" 10	Bilge Planks	4		Bilge Planks	4	
2 nd Ditto	" 9	" 9	Bilge to Wales	3		Ceiling in Flat	3	
3 rd Ditto	" 8	" 8 1/2	Wales	4 1/2		Ditto Bilge to Clamp	2 1/2	
Top Timbers	" 7 1/2	" 7 1/2 4 1/2	Topsides	2 1/2		Hold Beam Clamps	4	
Deck Beams N ^o 22	Average Space } " 9	" 9 6	Sheer Strakes	3 1/4		Deck Beam Ditto	3 1/2	
id Beams N ^o 15	Average Space } 4 feet 8 feet	" 12	Plank Sheers	3 1/2		Ceiling 'twixt Decks	2 1/2	
el	" 11	" 15	Water-Ways	8		Hold Beam Shelves	"	
Kelsons	" 12 1/2	" 16 1/2	Upper Deck	3 1/4		Deck Beam Ditto	"	

Size of Bolts in Fastenings, distinguishing whether			Iron.		Inches.
Copper or Iron.	Inches.	Copper or Iron.	Inches.		
Heel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Limber Strakes	1 3/16	Hold Beam	7/8
Scarp of Keel	1 3/16	Butt End Bolts	1 1/16	Deck Beam	9/16 7/8
Floor Timber Bolts	"	Lower Pintle of the Rudder	3		
Kelson ditto	1				
Transoms and throats of Hooks	7/8 1/2				
Arms of Hooks	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African Oak and are free from all defects.

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

The other Foothooks and Top Timbers of English & African Oak

The Shifts of the first and second Foothooks are not less than 4 ft 3 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 & 6 feet

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

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 1/2 of the entire moulding at that place.

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

The Main Kelson is composed of American Oak and the False Kelson of -

The Scarphs of the Kelsons are not less than 7 feet 6 inches.

The Deck and Hold Beams are composed of English & African Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of Foreign white Oak

From the Light Water Mark to the Wales of Foreign white Oak & African

The Wales and Black-strakes are of Greenheart & African Oak The Topsides of Greenheart & African

The Sheer-strakes and Plank-sheers of Greenheart & African The Water-ways of Tamarac

The Decks of Yellow Pine State of Good

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 Three Strakes between

Planking Inside.—The Limber-strakes are composed of Foreign white Oak the Bilge Planks of white Oak

The Ceiling, Lower Hold, of Foreign white Oak Between Decks of Foreign white Oak

Shelf Pieces of - Clamps of Foreign white Oak

Fastenings.—To Hold Beams Fells Patent & 4 Pair of Rider Pins

Deck Beams Fells Patent Binding & 4 Pair of Vertical Pins

Number of Breasthooks five Pointers two Crutches one

Butts End Bolts are of yellow metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes yellow metal bolted through and clenched.

Treenails of English Oak Engine Lumber

General Quality of Workmanship Very good

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

Builder's Signature

Surveyor's Signature

Robt Lowder

Lloyd's Register
Foundation

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 .		
<i>Two full suits of sails</i>	Fore Sails,	<i>200</i>	Chain	<i>1 3/16</i>	<i>2</i>	Bower,	<i>best "gun" - 12 "21" - 6</i>
	Fore Top Sails,	<i>40</i>	Hempen Stream Cable	<i>7 1/2</i>	<i>1</i>	Stream,	<i>12 "3" -</i>
	Fore Topmast Stay Sails,	<i>50</i>	Hawser	<i>3 1/4</i>	<i>1</i>	Kedge,	<i>7 "1" -</i>
	Main Sails,	<i>40</i>	Towlines	<i>6</i>			<i>2 "6" -</i>
	Main Top Sails,	<i>40</i>	Warp	<i>4</i>			
and			All of <u>good</u> quality.				

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

She has A Long Boat and Quarter Boat & Skiff

The present state of the Windlas is New Capstan New and Rudder New Pumps New

General Remarks—Statement and Date of Repairs.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal to boiler When last done 1851

I am of opinion this Vessel should be Classed A.1 Robt Fowler

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

C. K. Steiner Special£ 13 : 2 : 0

Certificate (if required)£ 0 : 10 : 0

Committee's Minute 14th Feb 51 1851

Character assigned A for 9 years

Please forward a certificate to Messrs Wood & Mansfield

