

No. 1522 Survey held at Sunderland Date January 1849
on the Sth "Ann Car" Master R. Carr
Tonnage 194 Built at Sunderland When built 1849
By whom built G. W. Hall & Brothers Owners R. Carr
Port belonging to Sunderland Destined Voyage London
If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 82	Inches. 0	Extreme Breadth	Feet. 23	Inches. 0	Depth of Hold	Feet. 11	Inches. 0	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space.....	each	11	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.	
Floors.....	sided	11 1/2	Moulded	11 1/2	9	Keel to Bilge	2 1/2	Foot Waling	3
1 st Foothooks.....	"	9	"	8 1/2	"	Bilge Planks	4	Bilge Planks	4
2 nd Ditto.....	"	8 1/2	"	8	"	Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2
3 rd Ditto.....	"	7 1/2	"	6 1/2	"	Wales	1 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	7	"	4 1/2	"	Topsides	2 1/2	Hold Beam Clamps	4
Deck BeamsN°. of 19	"	8 1/2	"	8 1/2	5	Sheer Strakes	3	Deck Beam Ditto.....	3
Hold BeamsN°. of 10	"	10	"	10	7 1/2	Plank Sheers.....	3	Ceiling 'twixt Decks	2
Keel	"	11	"	9	"	Water-Ways	3 1/2	Hold Beam Shelves	1 1/2
Kelsons	"	10 1/2	"	28	"	Upper Deck	3	Deck Beam Ditto.....	-

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 2 3/4 Inches. The Stem, Stern Post, are composed of African & English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of African & English Oak and are apparently free from all defects. The Floors and first Foothooks are composed of English and Hambro' Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3/8 to 3/10 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good and sufficient. The Frame is fairly squared from the first Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is generally well square. The alternate Frames are all bolted together. to 2 heads N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is no chocked with no Butt at each end of the chock. The Main Kelson is composed of American Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than 7 feet 6 inches. The Deck and Hold Beams are composed of English and 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 American Elm. From the Light Water Mark to the Wales of Stettin Oak, Ends English Oak. The Wales and Black-strakes are of African and English Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of African and English Oak. The Water-ways of English Oak. The Decks of Yellow Pine State of no. The Shifts of the Planking are not less than no 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 2 and 3 between

Planking Inside.—The Limber-strakes are composed of Stettin Oak the Bilge Planks of Stettin Oak. The Ceiling, Lower Hold, of Stettin Oak, part English. Between Decks of English Oak. Shelf Pieces of English Oak Clamps of English and African Oak.

Fastenings.—To Hold Beams Iron Ledger Piece and 6 rings on the Top. Deck Beams Double Wood Knees and 6 Iron hanging Pieces each side below. Number of Breasthooks 0 Five Pointers one pair One Iron Crutches & 2 Transom Knees each side. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling no bolted through and clenched. General Quality of Workmanship Good.

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 good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	1 1/2	3	Bower, 10 ^c 9 ^c 8 ^c
1	Fore Top Sails,	70	Hempen Stream Cable	7 1/2	1	Stream, 3 ^c
2	Fore Topmast Stay Sails,	60	Hawser	3 1/4	1	Kedge, 1 1/2 ^c
1	Main Sails,	75	Towlines	4 3/4		
2	Main Top Sails,	75	Warp	4		
and 1 <u>Left in other sails</u>			All of <u>good</u> quality.			

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

She has Two Long Boat and Mill

The present state of the Windlass is Left Capstan Keen and Rudder Keen

with 2 yachts

General Remarks—Statement and Date of Repairs.

Frame of good scantling and generally of well grown, healthy quality; fairly
braced and shipped: a few timbers on east side above the 2^d footboard head run way
and sloppy. But on the whole the frame is fairly square and sufficient for the class.
Transoms generally well square; the scantling and quality of beams and knees, as far
as the quality of planking both inside and outside all seem good; generally
well braced and shipped and well chased off top; Gunwales, Gun Deck
beams and Sea Deck beams. Keen to well and cleanly finished

Completed building in August 1839, launched January 1840 and surveyed
as follows $\frac{30}{9} : \frac{12}{10} : \frac{30}{10} : \frac{2}{12} : \frac{3}{1}$

If Sheathed, Doubled, Felted, or Coppered Coppered to 9 1/2 feet rule When last done at the present time

I am of opinion this Vessel should be Classed Open

The Amount of the Fee.....£ 2 : 2 : 0 is received by me,

Special£ 9 : 18 : 0

£ 12 : 0 : 0

Committee's Minute 14th Feb 1840

Character assigned A 1 for S. Gun, S.P.