

No. 123 Survey held at Dundee

Date 7th July 1835

on the Snow Helen

Master Thomas Taylor

Tonnage 124 ⁴²/₉₄ Built at Monkwearmouth

When built 1820

By whom built Adamson

Owners John Ballantyne

Port belonging to Anstruther

Destined Voyage Baltic

If Surveyed Afloat or in Dry Dock Surveyed Afloat

Length aloft.....^{Feet.} 70 ^{Inches.} 3 || Extreme Breadth^{Feet.} 20 ^{Inches.} 3 || Depth of Hold^{Feet.} 12 ^{Inches.} 7

Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	10 1/2		
Floors..... sided	10	Moulded	11
1 st Foothooks..... "	9	"	"
2 nd Ditto..... "	"	"	"
3 rd Ditto..... "	"	"	"
Top Timbers..... "	"	"	"
Deck Beams..... "	8 3/4	"	8 3/4 5 1/2
Hold Beams..... "	9 1/2	"	9 1/2 6
Keel..... "	"	"	"
Kelsons..... "	9	"	21

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	
Bilge to Wales.....		Ceiling in Flat.....	
Wales.....		Ditto Bilge to Clamp.....	
Topsides.....		Hold Beam Clamps.....	
Sheer Strakes.....		Deck Beam Ditto.....	
Plank Sheers.....		Ceiling 'twixt Decks.....	
Water-ways.....		Hold Beam Shelves.....	
Upper Deck.....		Deck Beam ditto.....	

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	"	Bolts thro' the Bilge and Foot Waling.....	"	Hold Beam.....	"
Scarphs of Keel..... N ^o .	"	Butt End Bolts.....	"	Deck Beam.....	"
Floor Timber Bolts.....	"	Lower Pintle of the Rudder.....	"		
Kelson ditto.....	"			same in Iron above the Copper.....	{
Transoms and throats of Hooks.....	"				
Arms of Hooks.....	"				

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

Her Floors and first Foothooks are composed of English oak Timber.

Her other Foothooks and Top Timbers of English oak

Her Shifts of the first and second Foothooks are not less than N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are

The Frame is squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is apparently faulty & warped

The alternate Frames are bolted together.

The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.

The Frame is chocked with 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 four feet inches.

The Deck and Hold Beams are composed of English oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of elm

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

From the Light Water Mark to the Wales of do do

The Wales and Black-strakes are of do do

The Topsides of do do

The Sheer-strakes of do do

The Gunwales of do do Water-ways of do do

The Shifts of the Planking are not less than five feet N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of English oak the Stringers of English oak

The Bilge Planks of English oak and the remainder of the Ceiling of do do

Fastenings.—To Hold Beams are double wood knus of English oak well bolted

Deck Beams are bound with double wood Lodging knus of do do & 3 in. hanging knus on each side

Number of Breasthooks four below the Deck Pointers none Crutches none

Butts End Bolts are of Pippin in the Bottom, and one Bolt in each Butts Ends through and clenched. in broadboards

Bilge and Footwaling do 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 David Crichton



© 2019

Lloyd's Register
Foundation

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	160	Chain	13/16	2	Bower ^s
1	Fore Top Sails,	80	Hempen Stream Cable.....	7	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	5 1/4	1	Kedge,
1	Main Sails,	75	Towlines	3 1/2		All of proper weight.
2	Main Top Sails,	75	Warp	3		
and is well found in good sail			All of <u>good</u> quality.			

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

She has one Long Boat and one Lolly boat

The present state of the Windlass is good ~~Capstan~~ and Rudder well hung

General Remarks—Statement and Date of Repairs.

A remarkably sound and well built vessel in very high repair & well found
her out & inside plank and beams in good condition, (Decks nearly
all new two years ago) was all overhauled & caulked last year. Her
beam fastenings and waterways are all tight & good. Entirely upper
fastened below the wales and one bolt in each butt in the tops of the
bow & quarter through & clinched inside, had been retrenched &
fastened about six years ago, and is in a fit condition for the safe
conveyance of Dry & Perishable Cargoes

If Sheathed, Doubled, or Felted, Single Bottom
and Date when last done _____

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

The Amount of the Fee.....£ 10 : 6 is received by me, David Crichton

Committee Minute 14 July 1835

Character assigned A. 1
Wm. L. B.



© 20

Lloyd's Register
Foundation