

No. 374 Survey held at Dundee Date Apr 11 1838
on the Snow Mary's Master Tho Leslie
Tonnage 186 ²²⁴⁹/₃₅₀₀ Built at Arbuthnott When built July 1838
By whom built Alex Stephen Owners Captain J G
Port belonging to Dundee Destined Voyage Baltic
If Surveyed Afloat or in Dry Dock Sundry periods building & finished afloat

Length aloft..... 79 Feet. Extreme Breadth 20 ³/₁₀ Feet. Depth of Hold 13 ⁷/₁₀ Feet.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Number and Space..... each	13 1/2		
Scarpers..... sided	11	Moulded 13 1/4	9 1/2
Foothooks.....	9 1/2	"	9 1/2 8
Ditto.....	9	"	8 7
Ditto.....	"	"	"
Timbers.....	8 1/4	"	6 1/2 5
Keel Beams.....	10 1/4	"	8 1/2 5
Hold Beams.....	11	"	10 1/2 6 1/2
Transoms.....	10 1/4	"	14
Stems.....	13	"	25

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3	Foot Waling	3
Bilge Planks	4 1/2	Bilge Planks	4
Bilge to Wales	3	Ceiling in Flat	2 1/2
Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Topsides	2 1/2	Hold Beam Clamps	4
Sheer Strakes	3	Deck Beam Ditto	3
Plank Sheers	3	Ceiling 'twixt Decks	2
Water-ways	7	Hold Beam Shelves	"
Upper Deck	3	Deck Beam ditto	4
		Lower Deck Spunkitting	4

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Keel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	7/8
Scarpers of Keel..... N° 8	3/4	Butt End Bolts	5/8	Deck Beam	1 3/16
For Timber Bolts	7/8	Lower Pintle of the Rudder	2 1/2		
Kelson ditto	1				
Transoms and throats of Hooks	7/8				
Stems of Hooks	3/4				
				same in Iron above the Copper	"

Numbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Continental oak and are all free from all defects.

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

Her other Foothooks and Top Timbers of Continental oak

Her Shifts of the first and second Foothooks are not less than 3 feet 6 inches N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 4 feet 6 inches

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

The Frames are all bolted together.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. in general

The Frame is well chocked with no Butt at each end of the chock.

The Main Kelson is composed of Continental oak and the False Kelson of Continental oak

The Scarphs of the Kelsons are not less than — feet — inches. One piece

The Deck and Hold Beams are composed of Deck English Except 3 Lion & Hold Beams Continental 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 Dantzian oak & English hood

From the Light Water Mark to the Wales of Dantzian oak & English hood

The Wales and Black-strakes are of English and Continental oak

The Topsides of English oak

The Sheer-strakes of Dantzian oak Decks yellow pine

The Gunwales of Dantzian oak Water-ways of Red pine

The Shifts of the Planking are not less than 5 Feet — Inches. 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 Dantzian oak the Stringers of Dantzian oak

The Bilge Planks of Dantzian oak and the remainder of the Ceiling of Dantzian oak

Fastenings.—To Hold Beams Double wood Lodging knees

Deck Beams Double wood Lodging knees and Shelf pine

Number of Breasthooks Four Pointers none Crutches none

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

Bilge and Footwaling Copper 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 Best condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
/	Fore Sails,	180	Chain	1 1/6	3	Bower
/	Fore Top Sails,	75	Hempen Stream Cable.....	7 1/2	/	Stream,
/	Fore Topmast Stay Sails,	75	Hawser	3 3/4	/	Kedge,
/	Main Sails,	80	Towlines	4 1/4		All of proper weight.
/	Main Top Sails,	80	Warp	3 1/4		
and <u>One full set of Best sail</u>			All of <u>Best</u> quality.			

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

She has one Long Boat and one Little Boat

The present state of the Windlass is Well fitted Capstan Well fitted and Rudder Well hung

General Remarks—Statement and Date of Repairs.

A well built Vessel of good Material frame of Timber.
Holds Oak, good workmanship and well fastened
first futtocks all choaked across under the Ribson—
planks all well shifted and wrought and fitted with
best stons—well adapted for the safe conveyance of
Dry & perishable cargo—

Both I inspected this vessel at three periods during her
construction & last when ready to Launch. On each period
for the Ballie upon I saw her with all her stons on board
which delayed her clipping until her arrival here—

If Sheathed, Doubled, or Felted, Single Bottom

and Date when last done

And I am of opinion this Vessel should be Classed 7 A I

The Amount of the Fee.....£ 2 : 2 : - is received by me, David Wright

Committee Minute 25 Sept 183 8

Character assigned A 1 for 7 years

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