

No. 374 Survey held at Dundee Date Apr 11 1838

on the Snow Mary's Master Thos Leslie

Tonnage 186 ²²⁶⁹/₃₅₀₀ Built at Scrooth When built July 1838

By whom built Mr Stephen Owners Captain of G

Port belonging to Dundee Destined Voyage Baltic

If Surveyed Afloat or in Dry Dock Dundry periods building & finished afloat

374
JL

Length aloft..... 79 Feet. 11 Inches. Extreme Breadth 20 Feet. 3/10 Inches. Depth of Hold 13 Feet. 7/10 Inches.

Scantlings of Timber.

Timber and Space	each	Inches	Inches Middle	Inches Ends
Keels	sided	11	13 1/4	9 1/2
Foothooks	"	9 1/2	9 1/2	8
Ditto	"	9	8	7
Ditto	"	8 1/4	6 1/2	5
Timbers	"	10 1/4	8 1/2	5
Deck Beams	"	11	10 1/2	6 1/2
Hold Beams	"	10 1/4	14	
Transoms	"	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	4
Upper Deck	3	Deck Beam ditto	4
		Lower Deck Spurkitting	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
Scarpings of Keel	3/4	Butt End Bolts	3/8	Deck Beam	13/16
Keel or Timber Bolts	7/8	Lower Pintle of the Rudder	2 1/2		
Kelson ditto	1				
Transoms and throats of Hooks	7/8				
Butts of Hooks	3/4				

Keel & Hooks Iron Bolts below Wales 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 well free from sap, and from thence downwards, the frame is well squared

The ~~intermediate~~ 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 Scarpings of the Kelsons are not less than — feet — inches. One piece

The Deck and Hold Beams are composed of Deck English Except 3 Long & Short 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 Dantra oak & English wood

From the Light Water Mark to the Wales of Dantra oak & English wood

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

The Topsides of English oak

The Sheer-strakes of Dantra oak Decks yellow pine

The Gunwales of Dantra 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 Dantra oak the Stringers of Dantra oak

The Bilge Planks of Dantra oak and the remainder of the Ceiling of Dantra 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 David Lighter



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
/	Fore Top Sails,	75	Hempen Stream Cable.....	7 1/2	1
/	Fore Topmast Stay Sails,	75	Hawser	5 3/4	1
/	Main Sails,	80	Towlines	4 1/4	
/	Main Top Sails,	80	Warp	3 1/4	
and <u>one full set of best</u>		All of <u>Best</u> quality.		All of proper weight.	

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

She has one Long Boat and one Lolly boat

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

General Remarks—Statement and Date of Repairs.

*A well built vessel of good material frame of Finnish
steel oak, good workmanship and well fastened
first futtocks all choaked across under the Ribson -
planks all well shipted and wrought and fitted with
best stow - well adapted for the safe conveyance of
Dry & perishable cargo*

*Noted I inspected this vessel at three periods during her
construction & last when ready to launch. On board from about
for the hull. Upon I saw her with all her stow 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 per year
C. G.

