

No. 414 Survey held at Dunelm  
on the Snow Cecilia

Date April 12 1839

Tonnage 164<sup>170</sup><sub>350</sub> Built at Perth

Master John Reid

By whom built James Brown

When built March 1839

Port belonging to Perth

Owners Thomas Whittet

Destined Voyage Riga

If Surveyed Afloat or in Dry Dock Sundry periods building and finished afloat

Length aloft.....76<sup>5</sup>/<sub>10</sub> Extreme Breadth.....18<sup>8</sup>/<sub>10</sub> Depth of Hold.....13<sup>3</sup>/<sub>10</sub>

#### Scantlings of Timber.

Timber and Space	each	inches	Moulded	inches	inches
Floors	sided	<u>10 1/2</u>		<u>11 1/4</u>	<u>9 1/2</u>
1 <sup>st</sup> Foothooks	"	<u>9 1/2</u>	"	<u>9 1/2</u>	<u>8 1/2</u>
2 <sup>nd</sup> Ditto	"	<u>8 1/2</u>	"	<u>8 1/2</u>	<u>7</u>
3 <sup>rd</sup> Ditto	"	<u>7</u>	"	<u>7</u>	<u>4 1/2</u>
Top Timbers	"	<u>8</u>	"	<u>9</u>	<u>5 1/2</u>
Deck Beams	Number of <u>17</u>	<u>10 1/2</u>	"	<u>10</u>	<u>8</u>
Hold Beams	Do. do. <u>8</u>	<u>11</u>	"	<u>14</u>	<u>21</u>
Keel	"	<u>11 1/4</u>	"		
Kelsons	"		"		

#### Thickness of Plank.

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

#### Copper.

Heel-Knee, and Dead Wood abaft	<u>1</u>
Scarp of Keel	<u>9/4</u>
Floor Timber Bolts	<u>7/8</u>
Kelson ditto	<u>7/8</u>
Transoms and throats of Hooks	<u>7/8</u>
Arms of Hooks	<u>3/4</u>

#### Size of Bolts in Fastenings.

Copper.	inches	Iron.	inches
Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>7/8</u>
Butt End Bolts	<u>5/8</u>	Deck Beam	<u>9/4</u>
Lower Pintle of the Rudder	<u>2 1/2</u>		
		same in Iron above the Copper	<u>1</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 6 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British oak and are all free from all defects.

Her Floors and first Foothooks are composed of Ash, Beech and Elm Timber. all British

Her other Foothooks and Top Timbers of 2 puttins British and Lent oak all British oak

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

The rest of the Shifts of the Frame are 3 ft 9 in

The Frame is fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is well squared

The alternate 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 choaked with a Butt at each end of the chock.

The Main Kelson is composed of Elm and the False Kelson of Elm

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

The Deck and Hold Beams are composed of 2 beams Larb except 1 of oak Lower Oak Continenter & British oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm & Beech

From the first Foothook Heads to the Light Water Mark of Ridgway & Larb boards

From the Light Water Mark to the Wales of Ridgway & Cantin Lower Black French Red pine

The Wales and Black-strakes are of Larv & some of British oak

The Topsides of Pitch pine

The Sheer-strakes of Continenter oak Decks, and state of, Yellow pine

The Gunwales of Continenter oak Water-ways of Ridgway

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 Ridgway The Planking is wrought long thru between the Stringers of Larb

The Bilge Planks of Elm and Ceiling in flat and the remainder of the Ceiling of Ridgway and Larb

**Fastenings.**—To Hold Beams Double Iron Lodging knees in midship & double wood at ends

Deck Beams Double wood Lodging knees of Larb and Sheppine

Number of Breasthooks Four Pointers Two Crutches one

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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1	3	Bower,
1	Fore Top Sails,	75	Hempen Stream Cable .....	7/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	5	1	Kedge,
1	Main Sails,	75	Towlines .....	4 1/2		All of proper weight.
2	Main Top Sails,	75	Warp .....	3/4		
and <u>Well found with best</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 Lolly Boat

The present state of the Windlass is Well kept Capstan Well used and Rudder Well kept  
Fitted with big pumps

**General Remarks—Statement and Date of Repairs.**

A Substantial and well built vessel of good material  
and abundantly fitted with best stores. The Elm plank & Ash  
used for floors and bulk puttings in the flat of bottom—  
only in all of the fore of Port side, good quality  
the vessel adapted for the safe conveyance of Dry  
& Perishable cargo

As the vessel being sent from her & the Capt being  
desirous of having her report forwarded I have not been able  
to see the vessel for his signature &c.

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

And I am of opinion this Vessel should be Classed 6 A I

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

Committee Minute 22 April 1839

Character assigned A 1 for 5 Years