

No. 414 Survey held at Dunelm Date April 12 1839
 on the Snow Cecilia Master John Reid
 Tonnage 164¹⁷⁰/₃₅₀ Built at Perth When built March 1839
 By whom built James Brown Owners Thomas Whittet
 Port belonging to Perth Destined Voyage Riga
 If Surveyed Afloat or in Dry Dock Sundry periods building and finished afloat

Length aloft.....	Feet. <u>76</u> Inches. <u>5/10</u>	Extreme Breadth.....	Feet. <u>18</u> Inches. <u>8/10</u>	Depth of Hold.....	Feet. <u>13</u> Inches. <u>3/10</u>		
Scantlings of Timber.			Thickness of Plank.				
Timber and Space.....	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches.
Floors.....	each <u>12 1/2</u>			Keel to Bilge.....	<u>2 1/2</u>	Foot Waling.....	<u>3</u>
1 st Foothooks.....	sided <u>10 1/2</u>	Moulded <u>11 1/4</u>	<u>9 1/2</u>	Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4 1/2</u>
2 nd Ditto.....	" <u>9 1/2</u>	" <u>9 1/2</u>	<u>8 1/2</u>	Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>2 1/2</u>
3 rd Ditto.....	" <u>8 1/2</u>	" <u>8 1/2</u>	<u>7</u>	Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2</u>
Top Timbers.....	" <u>7</u>	" <u>7</u>	<u>4 1/2</u>	Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3 1/2</u>
Deck Beams.....	Number of <u>17</u>	" <u>8</u>	" <u>9</u>	Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams.....	Do. do. <u>8</u>	" <u>10 1/2</u>	" <u>5 1/2</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2</u>
Keel.....	" <u>11</u>	" <u>10</u>	" <u>8</u>	Water-ways.....	<u>7</u>	Hold Beam Shelves.....	<u>1</u>
Kelsons.....	" <u>11 1/4</u>	" <u>14</u>	" <u>21</u>	Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>4 1/2</u>

Copper.		Size of Bolts in Fastenings.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft.....	Inches <u>1</u>	Bolts thro' the Bilge and Foot Waling.....	Inches <u>3/4</u>	Hold Beam.....	Inches <u>7/8</u>	Deck Beam.....	Inches <u>3/4</u>
Scarphs of Keel.....	<u>3/4</u>	Butt End Bolts.....	<u>5/8</u>	Lower Pintle of the Rudder.....	<u>2 1/2</u>	same in Iron above the Copper.....	<u>1</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>						

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 futters 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 inches
 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 chocked 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 Larch except 3 of oak Lower Deck Continental & British oak

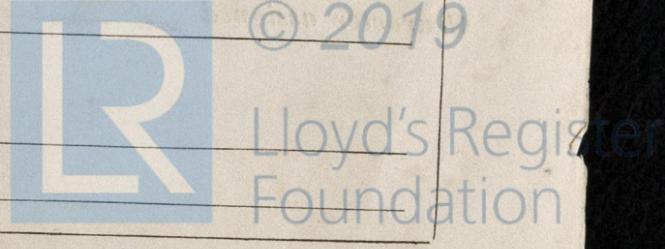
Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm & Beech
 From the first Foothook Heads to the Light Water Mark of Ridpin & Larch boards
 From the Light Water Mark to the Wales of Ridpin & Cantin Lower Black French Red pine
 The Wales and Black-strakes are of Larch & some of British oak
 The Topsides of White pine
 The Sheer-strakes of Continental oak Decks, and state of, Yellow pine
 The Gunwales of Continental oak Water-ways of Ridpin
 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 Ridpin The Planking is wrought just thru between. the Stringers of Larch
 The Bilge Planks of Elm and Ceiling in flat and the remainder of the Ceiling of Ridpin and Larch

Fastenings.—To Hold Beams Double iron Lodging knees in midship & double wood at ends
 Deck Beams Double wood Lodging knees of Larch and Shepp pine
 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 ^o .		Fathoms.		Inches.	N ^o .
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 large 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 heads in the hold of bottom only is all of the growth of Portsmouth of good quality. She is well adapted for the safe conveyance of Dry & Perishable cargoes.

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.

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

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

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

Committee Minute 27th April 1839

Character assigned A 1 for 5 Years

