

No. 434 Survey held at Dunall

Date June 1st 1839

434

on the Snow Elizabeth

Master W. S. Fentrell

Tonnage 297 ⁶¹/₁₀₀ Built at Mumel

When built April 1839

By whom built Pieper

Owners J. Beyme

Port belonging to Mumel

Destined Voyage Mumel

If Surveyed Afloat or in Dry Dock

Afloat

Length aloft.....94 ⁷/₁₀ Extreme Breadth24 ⁶/₁₀ Depth of Hold16 ⁶/₁₀

Scantlings of Timber.

Timber and Space	each	Inches	Inches Middle	Inches Ends
Floors	sided	<u>12 1/2</u>	<u>14</u>	<u>14</u>
1 st Foothooks	"	<u>13</u>	<u>14</u>	<u>14</u>
2 nd Ditto	"	<u>13</u>	<u>14</u>	<u>14</u>
3 rd Ditto	"	<u>13</u>	<u>14</u>	<u>14</u>
Top Timbers	"	<u>13</u>	<u>14</u>	<u>14</u>
Deck Beams	"	<u>12</u>	<u>10 7/8</u>	<u>10 7/8</u>
Hold Beams	"	<u>12</u>	<u>12</u>	<u>10</u>
Keel	"	<u>13 1/2</u>	<u>28</u>	<u>28</u>
Kelsons	"	<u>13 1/2</u>	<u>28</u>	<u>28</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	<u>3</u>	Foot Waling	<u>3</u>
Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>4 1/2</u>
Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>3</u>
Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3</u>
Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>4 1/2</u>
Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>4</u>
Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Water-ways	<u>6</u>	Hold Beam Shelves	<u>5</u>
Upper Deck	<u>3</u>	Deck Beam ditto	<u>3</u>

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	<u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>1</u>	Hold Beam	<u>1</u>
Scarphs of Keel	<u>Nº</u>	Butt End Bolts	<u>1</u>	Deck Beam	<u>1</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>1</u>		
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>1</u>				

In fastened through

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

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

Her other Foothooks and Top Timbers of Ditto

Her Shifts of the first and second Foothooks are not less than 1 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 1

The Frame is all squared from the first Foothook Heads upwards, and app^{ly} free from sap, and from thence downwards, the frame is all squared

The ~~alternate~~ Frames are all bolted together.

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

The Frame is 1 chocked with 1 Butt at each end of the chock.

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

The Scarphs of the Kelsons are not less than 6 feet 1 inches.

The Deck and Hold Beams are composed of oak

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

From the first Foothook Heads to the Light Water Mark of 1

From the Light Water Mark to the Wales of 1

The Wales and Black-strakes are of 1

The Topsides of 1

The Sheer-strakes of 1

The Gunwales of 1 Water-ways of 1

The Shifts of the Planking are not less than 5 Feet 1 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 oak The Planking is wrought between the Stringers of oak

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

Fastenings.—To Hold Beams Doubt wood Cooper knees and Ship pins

Deck Beams Doubt wood Cooper knees and Ship pins

Number of Breasthooks Five Pointers None Crutches Five

Butt End Bolts are of 1 in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling 1 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 D. W. Fentrell

Surveyor's Name D. W. Fentrell



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,	200	Chain	1 1/4	3	Bower, <i>S</i>
1	Fore Top Sails,	120	Hempen Stream Cable.....	8 1/4	1	Stream,
2	Fore Topmast Stay Sails,	120	Hawser	6	2	Kedge, <i>S</i>
1	Main Sails,	150	Towlines	4 1/2		All of proper weight.
2	Main Top Sails,	—	Warp	—		
and <i>Well paid with last sent</i>			All of <u>Best</u> quality.			

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

She has one Long Boat and one *very* Boat

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

General Remarks—Statement and Date of Repairs.

*Boys will build keel and will fastened of Lay-
Scantling & good Material & will fitted with the
Best Stems and will adapted for the ship—
Company of Cy & Rushell & Co.*

If Sheathed, Doubled, or Felted, Lough Beller
and Date when last done

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

The Amount of the Fee.....£ 3 : 3 : is received by me, David Lough

Committee Minute 18 June 1839

Character assigned A 1 for 7 years
C. L.



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