

No. 469 Survey held at Dundee Date Jan 3^d 1840
on the Snow Pairo Master George Thoms
Tonnage 305²⁷⁷ Built at Dundee When built Dec 1839
By whom built A & R. Brown Owners Robert Leslie

Port belonging to Dundee Destined Voyage _____
If Surveyed Afloat or in Dry Dock at sundry periods building & finished

Length aloft	Feet. 95	Inches. 4	Extreme Breadth	Feet. 23	Inches. 10	Depth of Hold	Feet. 17	Inches. 4	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	Inches. 13				Outside.	Inches. 3 1/4	Inside.	Inches. 4 1/2
Floors	sided	12 1/2	Moulded	13	11	Keel to Bilge		Foot Waling	
1 st Foothooks	"	11 3/4	"	11	9 1/2	Bilge Planks	5	Bilge Planks	4 1/2
2 nd Ditto	"	9 1/2	"	9 1/2	8	Bilge to Wales	3 1/2	Ceiling in Flat	3
3 rd Ditto	"	8	"	8	4 1/2	Wales	4 1/2	Ditto Bilge to Clamp	3
Top Timbers	"	8	"	8	4 1/2	Topsides	2 1/2	Hold Beam Clamps	4 1/2
Deck BeamsN ^o . of 18	"	9	"	9	6	Sheer Strakes	3 or 3 1/2	Deck Beam Ditto	4
Hold BeamsN ^o . of 11	"	11	"	11	8	Plank Sheers	3	Ceiling 'twixt Decks	2 1/4
Keel	"	12	"	14	4	Water-Ways	6	Hold Beam Shelves	4
Kelsons	"	13	"	21	4	Upper Deck	3	Deck Beam Ditto	2 1/2
			Size of Bolts in Fastenings.			<i>Lower Fastenings</i>			
Copper.			Copper.			Iron.			
Heel-Knee, and Dead Wood abaft	1 1/4								
Scarphs of Keel.....N ^o . 10	7/8		Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam		15 1/6	
Floor Timber Bolts	1		Butt End Bolts	5/8		Deck Beam		3 1/4 or 3	
Kelson ditto	1/8		Lower Pintle of the Rudder	3					
Transoms and throats of Hooks	1/4	}							
Arms of Hooks	7/8 or 3/4								
						same in Iron above the Copper			

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

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

The other Foothooks and Top Timbers of English oak

The Shifts of the first and second Foothooks are not less than 2 ft 9 in N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 ft 6 in

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 ~~alternate~~ Frames are all bolted together. N.B. If not, state how bolted.

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

The Frame is well chocked with W Butt at each end of the chock. in midship frames

The Main Kelson is composed of Quebec oak & Loblolly and the False Kelson of Quebec oak

The Scarphs of the Kelsons are not less than 6 feet 4 inches.

The Deck and Hold Beams are composed of Deck English & African, Plank French and English oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm

From the first Foothook Heads to the Light Water Mark of Pitch Pine and Danish oak wood

From the Light Water Mark to the Wales of Pitch Pine and Danish oak wood

The Wales and Black-strakes are of African & English oak The Topsides of Pitch pine

The Sheer-strakes and Plank-sheers of African oak The Water-ways of Red pine

The Decks of Light yellow pine & birch State of _____

The Shifts of the Planking are not less than 5 Feet _____ Inches. N.B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought three between

Planking Inside.—The Limber-strakes are composed of Danish oak the Bilge Planks of Danish oak

The Ceiling, Lower Hold, of Danish oak & English oak Between Decks of Pitch pine

Shelf Pieces of _____ Clamps of Danish oak

Fastenings.—To Hold Beams Iron Neph Log knus with dove tail piece between each beam & 5 in. bay knus

Deck Beams Iron Neph Log knus & dove tail piece as above & 7 in. bay knus each side

Number of Breasthooks Four Pointers Two Crutches one

Butts End Bolts are of Iron 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 Superior

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name A & R Brown

Surveyor's Name David Rydman

Her Masts, Yards, &c. are in Best condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 1/4	3	Bower, 5'
1	Fore Top Sails,	80	Hempen Stream Cable	9	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	7	2	Kedge, 5'
1	Main Sails,	90	Towlines	5 1/2		
2	Main Top Sails,	80	Warp	4		
and <u>Well found with best</u>		90	All of <u>Best</u> quality.	3 1/2		

Her Standing and Running Rigging All sufficient in size and Best quality.

She has One Long Boat and one Little Boat Cutter

The present state of the Windlass is Well found Capstan Well found and Rudder Well hung
with two screws patent purchase

General Remarks—Statement and Date of Repairs.

This is a very Superior Ship of Excellent Material and Workmanship
remarkably well fastened with Lin. Stpl. Lyeing knees and Thanging
knees to upper and Lower deck beams. The Lower Spirtetting and
Lower Deck beam Clamp 4 1/2 Inchs thick fitted to every frame above
and below and Don-tail piece 4 1/2 Inchs thick fitted to each beam
under the Stpl. knees is abundantly fitted with lead stows, Belly
pumps and every requisite for the safe conveyance of Dry and
bulkhead Cargoes—

If Sheathed, Doubled, Felted, or Coppered Peppind tottals on felt When last done —

I am of opinion this Vessel should be Classed GAII

The Amount of the Fee.....£ 3 : 3 : — is received by me, Davidson
Special£ : :

Committee's Minute 14 Aug 1840

Character assigned A 1 for 9 years



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