

No. 534 Survey held at Perth Date Sept 1840

on the Snow James Master Thomas Small

Tonnage 173 ³¹⁰⁰/₃₅₀₀ Built at Perth When built September 1840

By whom built William Doro Owners William Doro

Port belonging to Perth Destined Voyage London

If Surveyed Afloat or in Dry Dock Surveyed at Sunday periods building and finishing

Length aloft	Feet. 77	Inches. 9 10	Extreme Breadth	Feet. 19	Inches. 4 10	Depth of Hold	Feet. 13	Inches. 7 10
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	12				Outside.	Inches.	Inside.	Inches.
Floors..... sided	11	Moulded	12 1/2	8	Keel to Bilge	3	Foot Waling	3
1 st Foothooks..... "	9	"	8	7 1/2	Bilge Planks	4 1/2	Bilge Planks	4
2 nd Ditto..... "	8 1/2	"	7 1/2	7	Bilge to Wales	3	Ceiling in Flat	2 1/2
3 rd Ditto..... "	8	"	6 1/2	4 1/2	Wales	4 1/4	Ditto Bilge to Clamp	2 1/2
Top Timbers	8	"	6 1/2	4 1/2	Topsides	2 1/2	Hold Beam Clamps	3 1/2
Deck BeamsN ^o . of 16	9	"	9	5	Sheer Strakes	3	Deck Beam Ditto.....	3
Hold BeamsN ^o . of 7	11 1/4	"	11 1/4	8	Plank Sheers.....	3	Ceiling 'twixt Decks	2
Keel	10	"	15	-	Water-Ways	5 1/2	Hold Beam Shelves <i>Two of</i>	4
Kelsons	12	"	20	-	Upper Deck	3	Deck Beam Ditto.....	3 1/2

Copper.			Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft	Inches. 1 1/8							
Scarp of Keel.....	Inches. 3/4		Bolts thro' the Bilge and Foot Waling	Inches. 3/4		Hold Beam	Inches. 7/8	2 1/4
Floor Timber Bolts	Inches. 1		Butt End Bolts	Inches. 5/8		Deck Beam	Inches. 7/8	2 1/4
Kelson ditto	Inches. 1		Lower Pintle of the Rudder	Inches. 2 1/4				
Transoms and throats of Hooks	Inches. 7/8							
Arms of Hooks	Inches. 3/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, are composed of Butch & Lent Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of Butch & Lent Oak and are all free from all defects.

The Floors and first Foothooks are composed of Ash Beech and Elm Timber.

The other Foothooks and Top Timbers of Pine & Butch Oak & Elm Timber.

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 2 ft 6 in

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 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 no 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 7 feet — inches.

The Deck and Hold Beams are composed of Oak Beams Larb Except 2 of Butch Oak Hold Beams Butch 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 Danter fir

From the Light Water Mark to the Wales of Danter fir & Larb

The Wales and Black-strakes are of Oak Petit fir & Danter fir The Topsides of Larb

The Sheer-strakes and Plank-sheers of Danter Oak, Oak Shear, Larb The Water-ways of Red pine

The Decks of Yellow pine State of Good quality

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 thru between

Planking Inside.—The Limber-strakes are composed of Elm and Cedar in flat the Bilge Planks of Elm

The Ceiling, Lower Hold, of Danter & Mumel Fir Between Decks of Mumel fir

Shelf Pieces of Elm Clamps of Danter fir

Fastenings.—To Hold Beams an Iron Strap round a Limber & Two Iron pins

Deck Beams an Iron Strap round a Limber & Two Iron pins

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 well 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 Wright

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,	180	Chain	1 1/16	2	Bower,	9-2-6
1	Fore Top Sails,	70	Hempen Stream Cable	7	1	Stream,	9-1
2	Fore Topmast Stay Sails,	70	Hawser	5-	1	Kedge,	
1	Main Sails,	70	Towlines	4 1/2			
2	Main Top Sails,	80	Warp	3			
and <u>Well found with Sail</u>			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 Tolly Boat

The present state of the Windlass is Well found Capstan Well found and Rudder Well found

General Remarks—Statement and Date of Repairs.

The Masted in this report is of good quality and the
Workmanship good She is well fastened, Iron Sticks, Malines
and Shillys on all well bolted is fitted with best Stuns
and for the safe conveyance of Dry and Bushell
Cargos

If Sheathed, Doubled, Felted, or Coppered Sheathed with Yellow Metal as hair felt When last done

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

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

Special£ : :

Committee's Minute _____ 18____

Character assigned See London No 6777



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