

No. 537 Survey held at Berth Date Sept 1889
on the Snow Ponguest Master John Gifford
Tonnage 169¹⁷⁶⁰ Built at Berth When built 1889
By whom built Lewis Brown Owners Capt. & Co
Port belonging to Bonny Destined Voyage London
If Surveyed Afloat or in Dry Dock at Dry Dock of Messrs J. & W. Smith
See London Survey No. 5991 Classed 5A

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.								
Timber and Space	each	Inches.	Inches.	Inches.	Thickness of Plank.			
Floors	sided	9 1/2	Moulded	12 9	Outside.		Inside.	
1st Foothooks	"	9	"	9 8 1/2	Keel to Bilge	3	Foot Waling	3 1/2
2nd Ditto	"	8 1/2	"	8 1/2 7 1/2	Bilge Planks	4	Bilge Planks	3 1/2
3rd Ditto	"	7 1/2	"	7 4 1/2	Bilge to Wales	3	Ceiling in Flat	2 1/2
Top Timbers	"	7 1/2	"	7 4 1/2	Wales	4	Ditto Bilge to Clamp	2 1/2
Deck Beams	N ^o . of 19	9	"	9 6	Topsides	2 1/2	Hold Beam Clamps	3
Hold Beams	N ^o . of 9	11	"	10 7 1/2	Sheer Strakes	3	Deck Beam Ditto	2 1/2
Keel	"	10	"	14	Plank Sheers	3	Ceiling 'twixt Decks	2
Kelsons	"	12	"	20	Water-Ways	6 1/2	Hold Beam Shelves	1
					Upper Deck	2 1/2	Deck Beam Ditto	4 1/2

Copper.		Inches.	Size of Bolts in Fastenings.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft		1	Copper.					
Scarp of Keel	Copper N ^o . 8	3/4	Bolts thro' the Bilge and Foot Waling		3/4	Hold Beam		7/8
Floor Timber Bolts		7/8	Butt End Bolts		5/8	Deck Beam		9/4
Kelson ditto		1	Lower Pintle of the Rudder		2 1/2			
Transoms and throats of Hooks		7/8				same in Iron above the Copper		
Arms of Hooks		3/4						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 1/2 Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, are composed of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of East Oak & Larch and are all free from all defects.

The Floors and first Foothooks are composed of East Oak & Elm Timber.
The other Foothooks and Top Timbers of 2. Yellow Pine & East Oak & Elm
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 9 in
The Frame is fair squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is fair square
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 fair chocked with no Butt at each end of the chock.
The Main Kelson is composed of Yellow Oak and the False Kelson of Elm
The Scarphs of the Kelsons are not less than 5 feet _____ inches.
The Deck and Hold Beams are composed of Larch & Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm & Birch
From the first Foothook Heads to the Light Water Mark of Larch
From the Light Water Mark to the Wales of Larch
The Wales and Black-strakes are of East Oak & Elm The Topsides of Yellow Pine & Larch
The Sheer-strakes and Plank-sheers of East Oak The Water-ways of Yellow Pine
The Decks of Yellow Pine State of Good
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 True between

Planking Inside.—The Limber-strakes are composed of Elm the Bilge Planks of Elm
The Ceiling, Lower Hold, of Larch Between Decks of Larch
Shelf Pieces of Larch Clamps of Yellow Pine

Fastenings.—To Hold Beams South Sea Log Knives & South Wood Knives at Ends
Deck Beams South Sea Log Knives & Red 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 all 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 Taylor

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .	Fathoms.	Inches.	N ^o .		
Fore Sails,	180	Chain	1 1/16	2	Bower, S
Fore Top Sails,	75	Hempen Stream Cable	7 1/2	1	Stream,
Fore Topmast Stay Sails,	75	Hawser	5 1/2	1	Kedge,
Main Sails,	75	Towlines	4 1/2		
Main Top Sails,	75	Warp	3 1/2		
and		All of <u>Good</u> quality.			

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

She has one Long Boat and one Life Boat

The present state of the Windlass is Multiph Capstan is Good and Rudder is Working

General Remarks—Statement and Date of Repairs.

A fair hull repair & m for Dy & Porthell
Cayman

Handley Express unpaid £1-1-0

Mr. Loben the hpr clipped 5A

If Sheathed, Doubled, Felted, or Coppered Singh Bollen When last done

I am of opinion this Vessel should be Classed 4A

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

Special£ : :

Committee's Minute 20th October 1840

Character assigned Returned to 4A 1 - Volume

[Signature]



Lloyd's Register
Foundation