

No. 759 Survey held at Dundee Date March 1843  
 on the Snow Lady Sale Master Peter Alexander  
 Tonnage 199<sup>3272</sup>/<sub>3500</sub> Built at Dundee When built Jan 1843  
 By whom built John Palmer Owners Thos Kirkine  
 Port belonging to Dundee Destined Voyage Havanah  
 If Surveyed Afloat or in Dry Dock Purveyed at sundry periods building and finished

Or M  
201 1/4

759

Length aloft	84 1/10	Extreme Breadth	20 4/10	Depth of Hold	14 9/10
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each 12	Moulded	11 1/2 10	<b>Outside.</b>	<b>Inside.</b>
Floors	sided 10			Keel to Bilge	Foot Waling
1st Foothooks	9 1/2		10 8 1/4	Bilge Planks	Bilge Planks
2nd Ditto	9		8 1/4 7	Bilge to Wales	Ceiling in Flat
3rd Ditto				Wales	Ditto Bilge to Clamp
Top Timbers	8		6 1/2 4 1/2	Topsides	Hold Beam Clamps
Deck Beams N° of 18	10		10 5	Sheer Strakes	Deck Beam Ditto
Hold Beams N° of 10	11		11 7 1/2	Plank Sheers	Ceiling 'twixt Decks
Keel	10		13	Water-Ways	Hold Beam Shelves
Kelsons	11 1/2		22	Upper Deck	Deck Beam Ditto

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

**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 5 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and Continent oak and are all free from all defects. The Floors and first Foothooks are composed of English and Continent oak Timber. The other Foothooks and Top Timbers of 2nd futtacks English & Cont<sup>l</sup> Top Timbers English Oak. The Shifts of the first and second Foothooks are not less than 3 fut N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 fut 6 in. The Frame is well squared from the first Foothook Heads upwards, and neary 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 Pitch pine and the False Kelson of Lube oak. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of Continent oak.

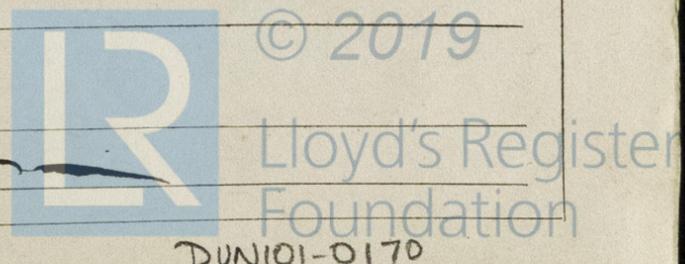
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Elm. From the Light Water Mark to the Wales of Pitch pine and oak Hood. The Wales and Black-strakes are of Dantra oak The Topsides of Pitch pine. The Sheer-strakes and Plank-sheers of English oak The Water-ways of Red pine. The Decks of Yellow pine State of Best 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 Three between

**Planking Inside.**—The Limber-strakes are composed of Foreyn oak the Bilge Planks of Foreyn oak. The Ceiling, Lower Hold, of Foreyn oak Between Decks of Pitch pine. Shelf Pieces of Foreyn oak Clamps of Foreyn oak.

**Fastenings.**—To Hold Beams Two Shelf pieces and Iron Staple Lodging Pins. Deck Beams Double Wood Lodging Pins and Iron Lim hanging pins on each side. Number of Breasthooks Four Pointers Two Crutches one. Butts End Bolts are of Popper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Popper 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, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/2	3	Bower, 10-2-0
1	Fore Top Sail,	80	Hempen Stream Cable .....	8	1	Stream, 10-2-0
2	Fore Topmast Stay Sails,	90	Hawser .....	5 3/4	1	Kedge, 6-2-
1	Main Sails,	80	Towlines .....	4 1/2		
2	Main Top Sails,	-	Warp .....	-		
and <u>will form with Sails</u>			All of <u>Best</u> quality.			

Her Standing and Running Rigging 4 all sufficient in size and of Best in quality.

She has one Long Boat and one Lolly Boat

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_

**General Remarks—Statement and Date of Repairs.**

*A Repair of very good Material and good Workmanship and is well fitted with Best Stow and well adapted for the safe conveyance of Dry and perishable Cargoes -*

If Sheathed, Doubled, Felted, or Coppered Sheathed with Yellow Metal When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 7 A I

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

Special .....£ : :

Committee's Minute 5th May 1843

Character assigned A 1 per year

