

No. 759 Survey held at Dundee Date March 1843
on the Snow Lady Sale Master Peter Alexander
Tonnage 199³²⁷²/₃₅₀₀ Built at Dundee When built Jan 1843
By whom built John Palmer Owners Thos Kirkine
Port belonging to Dundee Destined Voyage Havannah

If Surveyed Afloat or in Dry Dock Purged at sundry periods building and finished

Length aloft 84¹¹/₁₀ Extreme Breadth 20⁴/₁₀ Depth of Hold 14⁹/₁₀

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

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

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 futtaks English & Cont^l 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 True squared from the first Foothook Heads upwards, and Nearly free from sap, and from thence downwards, the frame is True 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 True chocked with no Butt at each end of the chock.
The Main Kelson is composed of Pitch pine and the False Kelson of Lumber 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 floor
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 Pitch 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 Foreign oak the Bilge Planks of Foreign oak
The Ceiling, Lower Hold, of Foreign oak Between Decks of Pitch pine
Shelf Pieces of Foreign oak Clamps of Foreign oak

Fastenings.—To Hold Beams Two Shelf pieces and Iron Staple Lodging Pins
Deck Beams Double wood Lodging Pins and Iron Limb Lodging 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 ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	180	Chain	1 1/2	3	Bower, 8'	10 - 2 - 6
1	Fore Top Sail,	80	Hempen Stream Cable	8	1	Stream,	10 - 2 - 6
2	Fore Topmast Stay Sails,	90	Hawser	5 3/4	1	Kedge,	6 - 2 - -
1	Main Sail,	80	Towlines	4 1/2			
2	Main Top Sails,	-	Warp	-			
and <u>Well formed 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 Little Boat

The present state of the Windlass is _____ Capstan _____ and Rudder _____

General Remarks—Statement and Date of Repairs.

A vessel of very good Material and good Workmanship and is well fitted with Best Store 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 pr 7 Gen
all

