

No. 974 Survey held at Dundee Date 7th February Rec. 13/2/46
 on the Snow Boris Master J. M. Donald 1846
 233 Tonnage 196 7/10 Built at Dundee When built January 1846
 By whom built Thomas Adamson Owners William Guthrie & others
 Port belonging to Peterhead Destined Voyage Montevideo
 If Surveyed Afloat or in Dry Dock Surveyed at sundry periods Building

Length aloft	Feet. <u>91</u> Inches. <u>8 1/2</u>	Extreme Breadth	Feet. <u>11</u> Inches. <u>0</u>	Depth of Hold	Feet. <u>3</u> Inches. <u>0</u>
Scantlings of Timber.					
Timber and Space	each <u>12</u>	Inches. <u>10 3/4</u> Moulded	Inches. <u>8 1/2</u> Middle	Thickness of Plank.	
Floors	sided <u>9 1/2</u>	Inches. <u>7 3/4</u> Ends	Inches. <u>7 1/4</u>	Outside.	Inside.
1st Foothooks	" <u>9</u>	" <u>8 1/2</u>	" <u>7 3/4</u>	Keel to Bilge	Foot Waling
2nd Ditto	" <u>9</u>	" <u>7 3/4</u>	" <u>7 1/4</u>	Bilge Planks	Bilge Planks
3rd Ditto	" <u>7 3/4</u>	" <u>7 1/4</u>	" <u>5</u>	Bilge to Wales	Ceiling in Flat
Top Timbers	" <u>9 1/2</u>	" <u>10 1/2</u>	" <u>7</u>	Wales	Ditto Bilge to Clamp
Deck Beams N° of <u>20</u>	" <u>11</u>	" <u>11 1/2</u>	" <u>2 3/4</u>	Topsides	Hold Beam Clamps
Hold Beams N° of <u>9</u>	" <u>11</u>	" <u>11 1/2</u>	" <u>2 3/4</u>	Sheer Strakes	Deck Beam Ditto
Keel	" <u>11</u>	" <u>11 1/2</u>	" <u>2 3/4</u>	Plank Sheers <u>filled between the stanchions</u>	Ceiling 'twixt Decks
Kelsons	" <u>11</u>	" <u>11 1/2</u>	" <u>2 3/4</u>	Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>7/8</u>
Scarp of Keel N° <u>9</u>	<u>3/4</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>2 3/4</u>		
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<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 4 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Foreign Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Foreign Oak and are all free from all defects.

The Floors and first Foothooks are composed of Foreign Oak Timber.
 The other Foothooks and Top Timbers of Foreign Oak
 The Shifts of the first and second Foothooks are not less than 2ft 6in N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are 2ft 6in
 The Frame is fairly 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 1/2 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 Foreign Oak and the False Kelson of Foreign Oak
 The Scarphs of the Kelsons are not less than 5 feet 5 inches.
 The Deck and Hold Beams are composed of Foreign 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 & Pantyie Fir
 From the Light Water Mark to the Wales of Pantyie Fir
 The Wales and Black-strakes are of Pantyie Oak The Topsides of Pantyie Fir
 The Sheer-strakes and Plank-sheers of Pantyie Fir The Water-ways of Pantyie Fir
 The Decks of Yellow Pine State of Good Quality
 The Shifts of the Planking are not less than 5 Feet 0 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 Pantyie Fir Between Decks of Pantyie Fir
 Shelf Pieces of Foreign Oak Clamps of Foreign Oak

Fastenings.—To Hold Beams An Iron Strap round the Timber & Shelf piece
 Deck Beams An Iron Strap round the Timber & Shelf piece
 Number of Breasthooks Four Pointers Two Crutches One
 Butts End Bolts are of Marine Metal in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling Mar. Metal 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 1/8 1 1/2	3	Bower,	9-0-0 Patent
1	Fore Top Sails,	70	Hempen Stream Cable	6 1/2	1	Stream,	12-2-0 Common
2	Fore Topmast Stay Sails,	75	Hawser	5	1	Kedge,	10-0-0
1	Main Sails,	80	Towlines	3 3/4			
2	Main Top Sails,		Warp				
and <u>but found with Sails</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 not fitted Capstan Wth Wind and Rudder Well hung
with patent pulleys

General Remarks—Statement and Date of Repairs.

This is a Vessel of Good Material and Workmanship
Double Floors and the thick planks which cover the ~~Keel~~
of Floors ~~are~~ well Motted, is filled with Oak between the
Stations, instead of Blank Shears, all well Motted
through the waterway and Shear Strake is well found &
fitted with good Stores & fit for the safe conveyance of
Dry & perishable cargoes

Spacing of Deck Beams

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
3.6	3.1	3.7	2.1	2.3	4.5	3.10	FH	4.2	3.9	4.2	MH	3.6	4	4.3	AH	3.8	4	3.6	3.2	4.3

Spacing of Hold Beams

8 feet	1	2	3	4	5	6	7	8	9
3-6	3-6	9-3	9-	8-	8-6	8-	8-3	5-6	

If Sheathed, Doubled, Felted, or Coppered Sheathed with ^{Felt} Metal on When last done _____

I am of opinion this Vessel should be Classed Y AII

The Amount of the Fee.....£ 2 : : is received by me,

Special£ : :

Committee's Minute 17th Feb 1846

Character assigned for 7 years



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