

No. 1956 Survey held at Alford Date 16/5/50 1950
on the Snow Lady Melbourne Master Charles Brown
Tonnage 229 ⁵⁰/₇₄ 268 ⁸³/₁₀₀ Built at Alford When built Launched in April 1850
By whom built John Duncan Owners Charles Brown
Port belonging to Lincolndine Destined Voyage Petersburg
If Surveyed Afloat or in Dry Dock In the Stocks in all her stages, and now in Dock for stores

Length aloft	Feet. 91	Inches. 0	Extreme Breadth	Feet. 21	Inches. 7	Depth of Hold	Feet. 15	Inches. 7
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Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	11	Moulded	12	Keel to Bilge	3	Limber Strakes	3 1/2
1 st Foothooks.....	10	"	10 9/16	Bilge Planks	4 1/2	Bilge Planks	4
2 nd Ditto.....	8	"	8 3/4	Bilge to Wales	3	Ceiling in Flat	2 3/4
3 rd Ditto.....	"	"	"	Wales	4 1/2	Ditto Bilge to Clamp	2 3/4
Top Timbers.....	7	"	6 1/2 4 1/2	Topsides	2 1/2	Hold Beam Clamps	12-14
Deck Beams N ^o 21 Average Space } 4 feet	9	"	9 5 3/4	Sheer Strakes	3 1/2 3	Deck Beam Ditto	9 1/2
Hold Beams N ^o 14 Average Space } 4 8 8	11	"	11 8 1/2	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel.....	12	"	15	Water-Ways	7	Hold Beam Shelves	
Kelsons.....	12	"	15	Upper Deck	3	Deck Beam Ditto	

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/4	Copper or Iron.	Inches.	Hold Beam	7 1/2
Scarp of Keel.....N ^o 8	7 1/2	Bolts thro' the Bilge and Limber Strakes	3/4	Deck Beam	13 1/2
Floor Timber Bolts	1 1/4	Butt End Bolts	5 1/2		
Kelson ditto	1 1/4	Lower Pintle of the Rudder	2 3/4		
Transoms and throats of Hooks	1 1/2				
Arms of Hooks	7 1/2 3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are free from all defects.

The Floors and first Foothooks are composed of British & Baltic White Oak Timber.

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 3.5 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3.5

The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together. Spaced altogether in Frame N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is craft chocked with 2 Butt at each end of the chock.

The Main Kelson is composed of American White Oak and the False Kelson of

The Scarphs of the Kelsons are not less than 5 feet 8 inches.

The Deck and Hold Beams are composed of British Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of Danish Oak

From the Light Water Mark to the Wales of Danish Oak

The Wales and Black-strakes are of British Oak The Topsides of East India Teak

The Sheer-strakes and Plank-sheers of East India Teak The Water-ways of Red Pine

The Decks of Yellow Pine State of best order

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 with 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Foreign White Oak the Bilge Planks of Foreign White Oak

The Ceiling, Lower Hold, of Foreign White Oak Between Decks of Foreign White Oak

Shelf Pieces of Clamps of Foreign White Oak

Fastenings.—To Hold Beams Clamps cut cap & corner dovetailed beams, and iron diagonal braces to each beam

Deck Beams Clamps cut cap & corner dovetailed to beams, plank most water way set into beams, and vertical iron knees to each beam

Number of Breasthooks below 30 ft from Pointers 2 abaft Crutches 1 abaft

Butts End Bolts are of Polish Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Polish Metal & bolted through and clenched. Treenails of British Oak

General Quality of Workmanship Very good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature

Surveyor's Signature

Walter B. Brown

Her Standing and Running Rigging is all sufficient in size and best Patent in quality.

The present state of the Windlass is Strong Capstan Strong and Rudder Strong Pumps 2 Lead with 2 Men Chamber

General Remarks—Statement and Date of Repairs.

This is a strong and very faithful built ship, both in materials and workmanship. She is abundantly supplied with all stores, Mr. Robertson has visited her with me while in her different stages, and concurs with me as to her claims.

Character assigned