

No. 12 Port of Newcastle Date 17 June 1834 65
 Survey of the Snow Sirius Master J. Young
 Tonnage 224 Owners C. Young & Son Port belonging to Newcastle
 By whom built Thames Where built So Shields When built 1824 92
 Destined Voyage London Copper Fastened

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....				Depth of Hold			
Rake of Stem				Lower Hold			
D° of Stern Post.....				Between Decks			
Extreme Breadth							

Scantling of Timber.				
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each				
Floors in the middle		12	12	English Oak
— at the ends				
1 st Foothooks				
2 nd Foothooks				
3 rd Foothooks				
Top Timbers	7	5		English Oak
Deck Beams.....Middle.....	8	8		English Oak
— at the Ends..	7	5½		Min
— Knees	5	5		
Hold Beams.....Middle.....	10	10		11
— at the Ends..	8	8		Oak
— Knees	7	7½		English Oak
Main Kelson ..L. Tables.....	11	27		Oak
Scarp of KelsonLength	42			

Outside.		Inside.	
	Inches.		Inches.
Bilge to Wales	3	Ceiling below Hold Beams ...	2½
Short Hoods	2½	Clamps and Bilge Planks.....	4
Bilge Planks	4	Upper Deck Clamps and }	2½
Bilge to Keel	3	Spirkettling	
Wales	4½	Twixt Deck Ceiling.....	2
Topsides	2½		
Shear Strake	3		
Plank Shears.....	3		

Decks.	
Thickness.....	Inches.
Water Ways	4

Bolts.	
	Inches.
Heel, Knee, and Dead Wood }	1
abait	
Scarp of the Keel	70
Kelson Bolts	1
Bolts thro' the Bilge and Foot }	0
Waling	
Butt Bolts	5/8
Hold Beam Bolts	1
Hooks forward at throat	1
Hooks forward at arms.....	¾
Transoms	0
Lower Pintle of the Rudder ..	2¼

We certify that the preceding is a correct description of the above-named Vessel. Witness our hand & this 30 day of July

Builder's Name C. Young & Son

Surveyor's Name Mr. Poppelwell

Masts, Yards, &c.				Sails.			
	Quality of Wood.	Length, &c.	Thickness.	N°.		Nos.	
Bowsprit	Yellow	18 ft 6 in	18 in	2	Fore Topmast Stay Sails	1	
Foremast	Yew	14 ft 6 in	14 in	2	Fore Sail	1	
Main Mast		15 ft 6 in	15 in	2	Fore Topsails	3	
Mizen Mast	0			1	Main Sails	3	
				2	Main Top Sails	3	

And is generally well found in other sails. } Yes, very well

Cables, Cordage, &c.				Anchors.		Boats.	
	Fathoms.	Inches.		Nos.		Number and Description.	
Cables, Hemp	45	12					
D° Iron.....	70	1½ in	1½ in				
Hawser.....	70	6	6				
Towlines	80	6¾	6¾				
1 st Warp	90	5	5				
2 nd D°	90	4	4				

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } Yes, very good.

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

Owner's Name C. Young & Son

Nautical Surveyor's Name Mr. Poppelwell

SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

Frame composed of Oak and may be considered all ^{substantially} thick and top timbers Eng. with a mixture in the bottom, in way of Plank all sound and well squared, Plank, Spar, Masts, and Gun frame well squared from the first, and are sound and good, with the Ribson Beams and Knees, Main timbers, and coaming, in good Order.

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Good Deck copper nailed, Waterways, Plank Shear and Shake, top sides, Males, & light masts all Oaks, apparently a Quantity of outside Skin Eng. shows a great deal of regularity in Workmanship, plank worked with two ^{spokes} between bats, and good shifts.

Fastenings.

If Sheathed,
Doubled, or
Felted.

Bottom plank from Gunwale at the Gun, Elm, and beach, — Ceiling all Oak and is well laid in good Order with a fair proportion of tennails this and mixed.

Repairs.

Deck and Mold Beams fastened by double lacing Knees, with 12 extra Iron hanging Knees under deck beams, and good amount to the Knees, — 5. Masts forward, fastening all firm with sufficient Bolting.

General Observations
and Opinion as
required by the
Instructions.

That, this vessel has been well built with fair good workmanship, and at this time, is in a good state of equipment, and in conformity to the foregoing Scale of dimensions, is in my opinion entitled to be classed for two years, according to the Rules for Classification laid down by the Committee on page 8, 10, for a full description of first Class Ships.

The Amount of the Fee, £ 1 : 1 : 0 is received by me.

Committee Minute 14 August 1834

Character assigned R. 1.