

~~Original~~
No. 287 Survey held at Newcastle Date 17th October 1835.
on the Snow Hyllon Master James Thirlwell
Tonnage 231 1/4 Built at Sunderland When built 1823
By whom built Messrs Gales Owners Genl. Geo. Peay
Port belonging to So. Shields Destined Voyage Pacific
If Surveyed Afloat or in Dry Dock Afloat under Peay's Order
Original Survey N^o 287 Capt. Peay

Length aloft.....36 Feet. 0 Inches. Extreme Breadth23 Feet. 2 Inches. Depth of Hold10 Feet. 4 Inches.

Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	<u>13</u>		
Floors..... sided	<u>11</u>	Moulded	<u>11</u>
1 st Foothooks.....	<u>11</u>	"	<u>11</u>
2 nd Ditto.....	<u>11</u>	"	<u>11</u>
3 rd Ditto.....	<u>11</u>	"	<u>11</u>
Top Timbers.....	<u>7</u>	"	<u>6 1/2</u>
Deck Beams.....	<u>8 1/4</u>	"	<u>8 3/4</u>
Hold Beams.....	<u>10</u>	"	<u>10 1/2</u>
Keel.....	<u>11</u>	"	<u>30</u>
Kelsons.....	<u>11</u>	"	<u>30</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>3</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>1 1/2</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>4</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways.....	<u>3</u>	Hold Beam Shelves.....	<u>1 1/2</u>
Upper Deck.....	<u>4</u>	Deck Beam ditto.....	<u>1 1/2</u>

Principally Copper.	Size of Bolts in Fastenings.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft.....			
Scarphs of Keel.....			
Floor Timber Bolts.....			
Kelson ditto.....			
Transoms and throats of Hooks.....			
Arms of Hooks.....			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is average Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Mixed Oak and are fairly free from all defects.

Her Floors and first Foothooks are composed of Eng. Oak Timber.

Her other Foothooks and Top Timbers of "

Her Shifts of the first and second Foothooks are not less than 0 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 0

The Frame is 0 squared from the first Foothook Heads upwards, and 0 free from sap, and from thence downwards, the frame is fairly squared were seen

The alternate Frames are 0 bolted together.

The Butts of the Timbers are 0 close together; their thickness not less than 0 of the entire moulding at that place.

The Frame is 0 chocked with 0 Butt at each end of the chock.

The Main Kelson is composed of Am. Oak and the False Kelson of Am. Oak

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

The Deck and Hold Beams are composed of Eng. Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Capt. Peay's Order

From the first Foothook Heads to the Light Water Mark of Elm & Beech

From the Light Water Mark to the Wales of Am. & Eng. Oak

The Wales and Black-strakes are of "

The Topsides of Eng. Oak

The Sheer-strakes of "

The Gunwales of Am. & Eng. Oak Water-ways of Eng. Oak

The Shifts of the Planking are not less than 4 ft N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. With 2. Strakes between

Planking Inside.—The Clamps are composed of Am. & Eng. Oak the Stringers of Am. & Eng. Oak

The Bilge Planks of Am. & Eng. Oak and the remainder of the Ceiling of Mostly Eng. Oak in good order

Fastenings.—To Hold Beams Double Lodging boards with 14 by 10 in. Oak Shelf Underneath

Deck Beams Double Lodging boards with 14 by 10 in. Oak Shelf Underneath

Number of Breasthooks 4 on each side & 1 above Pointers Not Used Crutches 1. Oak good across

Butts End Bolts are of 2. Short Copper in the Bottom, and No Bolt in each Butt End through and clenched.

Bilge and Footwaling Not bolted through and clenched.

General Quality of Workmanship Original reasonable well executed

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

Builder's Name

Surveyor's Name

Mr. Poppertwell

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	200	Chain	1 1/2	3
2	Fore Top Sails,	—	Hempen Stream Cable.....	—	1
2	Fore Topmast Stay Sails,	30	Hawser <i>new</i>	3/4	2
1	Main Sails,	70	Towlines	7	
2	Main Top Sails, <i>new</i>	2	Warp	5 1/4	
and <i>will founce in</i>			All of <i>good</i> quality.		

Her Standing and Running Rigging is well sufficient in size and good in quality.

She has one Long Boat and one Skiff clinker Built in good repair

The present state of the Windlass is good Capstan good and Rudder main piece sound
15 1/2 in fitted with sliding and good
chocks

General Remarks—Statement and Date of Repairs.

This Vessel is in a fair good State of Repairs but
the midship Waterway beam rather wide is
well sound in Constitution the Beams are all
well fastened and show no movement and
is well found in stores two New Squaresails at
this Date.

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And I Am of opinion this Vessel should be Classed E. 1.

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

See June 4/5 fee omitted see May 4/5 1835

Committee Minute 6 November 1835

Character assigned F. 1

M. J. L. B.

Single Bottom

M^{rs} Poppewell

Has notice been given to the owner of vessel of
Clap