

No. 434 Survey held at So. Shields Date 20th April 1836.
on the Snow Duncombe Master Mark Taylor
Tonnage 223 5/8 Built at Thorne Humbers When built 1803
By whom built Unknown Owners Thos Dryden
Port belonging to Leatons Sluice Destined Voyage Southern
If Surveyed Afloat or in Dry Dock Youngs Dock

Length aloft.....	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.	
	<u>94</u> <u>5</u>		<u>23</u> <u>4 1/2</u>		<u>15</u> <u>0</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each	Inches	Outside.	Inches.	Inside.	
Floors.....	sided	11	Keel to Bilge	2 1/2	Foot Waling.....	4
1 st Foothooks.....	"	"	Bilge Planks	4	Bilge Planks	4
2 nd Ditto.....	"	"	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 rd Ditto.....	"	"	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	730	Topsides	2 1/2	Hold Beam Clamps	4
Deck Beams	"	8 1/2	Sheer Strakes	3	Deck Beam Ditto.....	3
Hold Beams	"	11	Plank Sheers.....	3	Ceiling 'twixt Decks	2
Keel 3 lengths Eng. Elm.	"	11	Water-ways	4	Hold Beam Shelves	4 1/2
Kelsons	"	13	Upper Deck	3	Deck Beam ditto	-

Copper. Iron		Size of Bolts in Fastenings.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches						
Scarp of Keel.....	N ^o . <u>7 1/2</u> Copper	Bolts thro' the Bilge and Foot Waling.....	<u>0</u>	Hold Beam.....	<u>1</u>		
Floor Timber Bolts.....	"	Butt End Bolts	"	Deck Beam	<u>3/4</u>		
Kelson ditto.....	Iron	Lower Pintle of the Rudder	<u>2 3/4</u>				
Transoms and throats of Hooks	do		<u>4</u> Iron	same in Iron above the Copper			
Arms of Hooks	"						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is average 13 1/4 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 Eng. & W. Oak and are apparently free from all defects. Her Floors and first Foothooks are composed of Eng. & For. Oak Timber. Her other Foothooks and Top Timbers of Eng. Oak. 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 were seen good 3, 3 1/2, 4, 1/2. The Frame is reasonably squared from the first Foothook Heads upwards, and reasonable free from sap, and from thence downwards, the frame is floor are well squared. The alternate Frames are not 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 0 inches. The Deck and Hold Beams are composed of Mixed oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Beech, Elm. From the first Foothook Heads to the Light Water Mark of Beech, Elm, Rhine & Oak double framed. From the Light Water Mark to the Wales of Mixed oak & Rhine doubled. The Wales and Black-strakes are of Mixed oak. The Topsides of new Eng. Oak. The Sheer-strakes of new Eng. Oak. The Gunwales of W. E. Oak Water-ways of Eng. Oak. The Shifts of the Planking are not less than 4 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of Mixed oak The Planking is wrought 2, 3. between the Stringers of Mixed oak. The Bilge Planks of Mixed oak and the remainder of the Ceiling of Mixed oak. **Fastenings.**—To Hold Beams Double oak hanging knees with a 4 by 11 in. shelf on top. Deck Beams One oak hanging beam one oak hanging knee. Number of Breasthooks 6 below 2 above deck 2 oak Crutches 2 pieces oak transverse. Butts End Bolts are of 2 Iron 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 Well executed.

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

Builder's Name

Surveyor's Name

M^r Popplewell

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 Bower, = 14" 8" 0"
2 Fore-Top Sails,	" Hempen Stream Cable.....		1 Stream, = 3" 1" 0"
2 Fore Topmast Stay Sails,	150 Hawser	5/8	1 Kedge, = 1" 2" 0"
1 Main Sails,	100 Towlines ... 1. W.S.W.	1 3/4	All of proper weight. Yes.
2 Main Top Sails,	3 Warp	5.4 3/4	
and <i>Swallowtail Sound</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 Chimney built in good Order

The present state of the Windlass is 16. 1/2 inches Capstan good and Rudder sound & pinholes good braces.

General Remarks—Statement and Date of Repairs.

Done at this date. —

mostly Entire new long, and short, top timbers on both sides, with
Quarter & Stern timbers, 1. new upper breast Hook below deck
with 18. new decks and 9. Hold beams knees Eng. & mixed oak
entire new blacking strakes, Topsides, sheer strake and gunwale
with spar ketting on each bow Eng. & some W. Oak (except two
short lengths of blacking strake aft) The Deck beams and
of Hold Beams all refastened with ^{the} 3. hooks forward the
transom knees refastened Eng. Oak trenails used but not
-ted the Hull coated from keel to gunwale and part decks
the repairs well executed and materials of good sound heal-
-thy quality. —

If Sheathed, Doubled, or Felted.

and Date when last done

And J. O'Connell of opinion this Vessel should be Classed B. 1.

The Amount of the Fee.....£ 7 : 7 : 0 is received by me,

Committee Minute

Character assigned