

No. 813 Survey held at

No. 813 Survey held at Bill Day

Date 27 April 1850

on the

Snow Elizabeth

Master

Samuel Ansell

Tonnage 284 2/4 Built at

Hull

When built

1740

By whom built

Owners

Messrs. The Anderson & John Woods

Port belonging to

Newcastle

Destined Voyage

London

If Surveyed Afloat or in Dry Dock

Dry Dock and 1/2 Afloat

Length aloft... 90 0 Extreme Breadth... 21 5/2 Depth of Hold... 16 5

Scantlings of Timber.

Timber and Space	Feet	Inches	Feet	Inches	Feet	Inches
Floors	10 1/2	0 1/2	13	10		
Foothooks	10		10	9		
Ditto	8 1/2		7 1/2	5		
Ditto	8 1/2		7 1/2	5		
Top Timbers	7 0 1/2		6 1/2	5		
Deck Beams	9		10	5 1/2		
Old Beams	12		12	0		
Keel	10 1/2		4			
Elsons	12 1/2		3 1/2			

Thickness of Plank.

Outside	Inside
Keel to Bilge	Foot Waling
Bilge Planks	Bilge Planks
Bilge to Wales	Ceiling in Flat
Wales	Ditto Bilge to Clamp
Topsides	Hold Beam Clamps
Sheer Strakes	Deck Beam Ditto
Plank Sheers	Ceiling 'twixt Decks
Water-ways	Hold Beam Shelves
Upper Deck	Deck Beam ditto

Size of Bolts in Fastenings.

Copper	Iron
Keel-Knee, and Dead Wood abaft	Hold Beam
Scarphs of Keel	Deck Beam
For Timber Bolts	
Elson ditto	
Transoms and throats of Hooks	
Elms of Hooks	

Numbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Mixed Oak throughout and are mostly free from all defects. Her Floors and first Foothooks are composed of Eng & Foreign Oak Timber. Her other Foothooks and Top Timbers of Mixed Oak, Baltic & Spruce pine mixed. Her Shifts of the first and second Foothooks are not less than 3 ft 10 in. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are fairly good but irregular. The Frame is squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is reasonable square but runs sappy and wainy in places. The alternate Frames are not bolted together. The Butts of the Timbers are mostly close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is mostly chocked with no Butt at each end of the chock. The Main Kelson is composed of Mixed Oak and the False Kelson of Spruce & Elm. The Scarphs of the Kelsons are not less than 5 feet 8 in. The Deck and Hold Beams are composed of Mixed Pine, Elm, & Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Spruce, Elm & Oak. From the first Foothook Heads to the Light Water Mark of some of the double's aged. From the Light Water Mark to the Wales of runs thin in places. The Wales and Black-strakes are of Spruce Elm & Oak. The Topsides of do do Elm. The Sheer-strakes of pitch pine & Oak. Decks, and state of, new Am Y-pine & matted. The Gunwales of Spruce & Elm. Water-ways of pitch pine & Spruce. The Shifts of the Planking are not less than 3 feet 8 in. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 2 between, mostly.

Planking Inside.—The Clamps are composed of Mixed pine the Stringers of do. The Bilge Planks of Oak, Elm & Spruce and the remainder of the Ceiling of Spruce, Elm, Oak some.

Fastenings.—To Hold Beams Double wood lagging. Deck Beams Double wood lagging. Number of Breasthooks 8 below hatches. Crutches 3 Oak Hooks up. Butts End Bolts are of 2 Iron in the Bottom, and not Bolt in each Butt End through and clenched. Bilge and Footwaling some bolted through and clenched. General Quality of Workmanship Fairly good, but irregular.

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

Builder's Name

Surveyor's Name

Mr. Coppell



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Lloyd's Register
Foundation

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. *New Main Mast. Some yards fitted with iron Standing Toppes*

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		inches.	N ^o .	
2	Fore Sails,	200	Chain <i>Small</i>	15.1	3	Bower, 11-2.0
2	Fore Top Sails,	"	Hempen Stream Cable	"	1	Stream, 2.3.0
2	Fore Topmast Stay Sails,	75	Hawser	5 1/2	1	Kedge, 1.2.0
1	Main Sails,	60	Towlines <i>new</i>	6 3/4		All of proper weight. <i>yes</i>
2	Main Top Sails,	3	Warp <i>new</i>	5 1/2, 5.4.		
and <i>fairly well found</i>			All of <i>good</i> quality. <i>except small Bower chain</i>			

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

She has One Long Boat and One Shift *clinker* built in good order

The present state of the Windlass is 1/2 *improved* Capstan good and Rudder Sound *improved with 4. Iron Braces.*

General Remarks—Statement and Date of Repairs.

Done Dec^r 1837.

Through hole of the Deck, deck and hold beams, and all the outside plank & Wales, an apart Wale, — Deck should clamps down 3 Shakes, below lower beams, taken off, — and replaced new main stem, stern post, the old Apron, knight heads, shaw timber (remain) replaced the whole long anasthat tops, and the entire stem frame and after cant body, with one length of after keel, — entire Switzer stem & main timber, — new bladder bunk, counter plank & stem, — part of the old Wale shifted solid, — and some reduced and doubled, forming now the bottom plank, — above which entire new Wale, — Black & Shakes, Topsides, sheer Shakes, Gunwales, Watways, with decks, — all the deck and hold beams, replaced, 3 hooks aft and 4 forward, new beam clamps, — and reciled mostly, down to helson, — quality of materials as enumerated in this report, *part old timber use, and old planks for ceiling.* *fairly sound* some of the timbers shaken, — partly knees, twill bored, and some slight in throats, — the old knight shaw timber, some short of top height and are capped, the old Apron & one hook with the lower bow timber are defective, the shifting of timber at second fatlock heads irregular, (some of the old doubling left on runs aged & thin & in, — and should been replaced, — with Apron & Bow timber) the fastening, sufficient and bolts clinched, the Hull caulked *new* Remains pine & Oak used and a good proportion put thro, the ceiling & Wedged, — The Workmanship, by two means of the first grade, If Sheathed, Doubled, or Felted, *Some Doubling aged and thin, and some newly put on this date after bottom single new plank*

and Date when last done

And I am of opinion this Vessel should be Classed E. 2. small chain

The Amount of the Fee.....£ 1 : 1 : — is received by me, M^r Loppchwell

Mem^o. Clipping of some special survey applied to —

Committee Minute _____ 183 _____

Character assigned See Newcastle Mercury No 1177

Remains to his left would have been in better. As for the 3rd year, if the Apron, lower bow tim, bus, shaw timber, all the knots should have been taken off, — and all the thin doubling replaced, — I consider she will not long be a safe ship. At 4 the thin aged doubling is replaced, — all that fairly tight & proven & M^r D