

No. 45 Port of Sunderland Date May 15th 1834 43.
 Survey of the Snow Anstruther Master John French
 Tonnage 235 Owners W & H Adamsons Port belonging to Sunderland
 By whom built W & H Adamsons Where built Sunderland When built 1832
 Destined Voyage Sunderland to

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....	25	6		Depth of Hold.....	15	7	
Rake of Stem.....	0	5	6	Lower Hold.....			
D ^o of Stern Post.....				Between Decks.....			
Extreme Breadth.....	25	5					

Scantling of Timber.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each.....	12½		
Floors in the middle.....		12½	13
— at the ends.....			
1 st Foothooks.....			
2 nd Foothooks.....			
3 rd Foothooks.....			
Top Timbers.....			
Deck Beams.....Middle.....	8½	9	
— at the Ends.....		5	
— Knees.....	5		
Hold Beams.....Middle.....	9½	9½	
— at the Ends.....		7	
— Knees.....			
Main Kelson.....	15½	26	
Scarphs of Kelson.....Length.....			

Outside.		Inside.	
	Inches.		Inches.
Bilge to Wales.....	3	Ceiling below Hold Beams.....	2½ and 2
Short Hoods.....	2½	Clamps and Bilge Planks.....	4
Bilge Planks.....	4	Upper Deck Clamps and	3
Bilge to Keel.....	3	Spirketting.....	3½
Wales.....	4	Twixt Deck Ceiling.....	2
Topsides.....	2½		
Shear Strake.....	3		
Plank Shears.....	3		

Decks.	
	Inches.
Thickness.....	3
Water Ways.....	4

Bolts.	
	Inches.
Heel, Knee, and Dead Wood	1½
abast.....	1½
Scarph of the Keel.....	all sufficient
Kelson Bolts.....	all sufficient
Bolts thro' the Bilge and Foot	all sufficient
Waling.....	all sufficient

We certify that the preceding is a correct description of the above-named Vessel. Witness our hands, this 12th day of July 1834

Builder's Name

W & H Adamsons

Surveyor's Name

John Brunton

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit.....	yp.	19 in diam
Foremast.....	yp.	17 - D
Main Mast.....	yp.	17 - D
Mizen Mast.....		

Sails.

No.		No.
2	Fore Topmast Stay Sails.....	1
2	Fore Sail.....	1
1	Fore Topsails.....	2
1	Main Sails.....	2
2	Main Top Sails.....	2

And is generally well found in other sails.

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp.....		
D ^o Iron.....	180	1½
Hawser.....	60	¾
Towlines.....	70	7½
1 st Warp.....	75	5½
2 nd D ^o	70	4

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

Anchors.

No.		cwt	cwt	cwt
3	Bower	11¾	10½	10½
1	Stream	3¾		
1	Kedge	1½		

Boats.

Number and Description.
Long Boat & Skiff Clincher
Built of oak 10m length

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

Owner's Name

W & H Adamsons

Nautical Surveyor's Name

John P. Denton



SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

The frame of Ship for floor, 1st & 2^d footlock and of English Baltic oak - 3 footlock, and 3rd footlock all English oak: Hold Deck Beams, of African foreign oak: Floor Timbers are large and well squared: Hold Deck Beams all well squared but appear small: Hold Deck knees, good Swedish squared: Stern frame, large and well squared: Hooks well squared and are a good length at the arms: Floor and 1st footlock heads are Cup Chocked but Chock Pins are not better: Remainder of the frame cannot be seen

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

The outside plank from Shear Sheath down to light marks is of African - Baltic English oak mixed throughout except the top side of Petrel keel from the light marks to keel of American Oak: Inside plank all Baltic English oak but principally of Baltic oak - The Shifts of battens of outside & inside planks, generally 2 Sheaths thick between Butts: Plank of good quality, all well ruled, stamed and skinned: Butts throughout are well divided

Fastenings.

If Sheathed,
Doubled, or
Felled.

Hold Beams are fastened with an Iron Clasp round the outside of the timber also 7 Iron knees on each side underneath: also 4 half foreign oak shelf boards on the top of Hold Beams except the 3 fore and 2 after Hold Beams are DW Shrouds: Deck Beams are fastened with DW L & K knees, by a 4th beam in midships are fastened with one W L & K and an Iron Lug hanging knee underneath: 5 Hooks forward below the Main deck and 2 above the foremast knees, Beams, Hooks &c. are all well and sufficiently better and Clinched: Butts are generally fastened with double (short) Iron Bolts: All Iron fastened throughout

Repairs.

The lower masts, Bowsprit & Spars, are sound and good, The Standing Rigging a fair size and in good order, The Running Gear reasonably good, The Sails in fair order, The Anchors & Chains suitable for the Ship, Towline and Warps are very good, The Windlass well secured and fit with riding Chocks, Beats, Pumps, and the remainder of the Store in fair order.

John W. Denton

Short 20 fathoms Chain

General Observations
and Opinion as
required by the
Instructions.

The above description of the vessel is given by the owner and appears correct on examination: The vessel is firm and substantial throughout all well fastened, better & Clinched and is in a fit condition for the safe conveyance of dry and perishable cargo. John Brunton

and in conformity with the foregoing description is, in our opinion entitled to the Class of 4 Years, according to the Rules for Classification laid down by the Committee on 1st page 8 for the first description of first Class Ships.

John Brunton

John W. Denton

The Amount of the Fee, £ / : / : 0 is received by me. *John W. Denton*

Committee Minute 11 August 1834

Character assigned A 1 for 6 Years

John W. Denton