

No. 156 Port of Sunderland Date Nov. 28<sup>th</sup> 1834  
 Survey of the Snow Gosforth Master Capt. Muir  
 Tonnage 234<sup>23</sup>/<sub>94</sub> Owners Hoggett & Co. Ltd. Port belonging to Newcastle  
 By whom built John Alcock Where built Sunderland When built 1834  
 Destined Voyage Sunderland to London  
*Commenced sail day in June 1834; launched November 1834*

156

Dimensions.				Thickness of Plank.			
Feet.	Inches.	Feet.	Inches.	Outside.	Inches.	Inside.	Inches.
Length of Keel.....		Depth of Hold .....	15 10 <sup>1</sup> / <sub>2</sub>	Bilge to Wales .....	3	Ceiling below Hold Beams ...	2 1/2
Rake of Stem .....		Lower Hold .....	10	Short Hoods .....	2 1/2	Clamps and Bilge Planks.....	4
D° of Stern Post.....	84 4	Between Decks .....	4 6	Bilge Planks .....	4	Upper Deck Clamps and	
Extreme Breadth .....	25 5 <sup>1</sup> / <sub>2</sub>			Bilge to Keel .....	2 1/2	Spirkettling .....	3
Scantling of Timber.				Wales .....	4	'Twist Deck Ceiling.....	2
	Inches.	Sided Inches.	Moulded Inches.	Topsides .....	2 1/2		
Timber and Space, each .....	11 1/2			Shear Strake .....	3		
Floors in the middle .....	9 1/2	12 1/2	English	Plank Shears.....	3		
— at the ends .....	9 1/2	9 1/2	do				
1 <sup>st</sup> Foothooks .....	9 1/2	8 1/2	Hambrook				
2 <sup>nd</sup> Foothooks .....	8 1/2	8	do				
3 <sup>rd</sup> Foothooks .....	7 1/2	7	Eng oak				
Top Timbers .....	7 1/2	5	do				
Deck Beams.....Middle.....	8 1/2	8 1/2	Eng oak				
— at the Ends.....		5	oak				
— Knees .....	5		Eng oak				
Hold Beams.....Middle.....	11	10	Eng oak				
— at the Ends.....		7 1/2					
— Knees .....	7 1/2		do				
Main Kelson .....	11 1/2	27	Eng oak				
Scarp of Kelson .....	6 1/2	feet long					

We certify that the preceding is a correct description of the above-named Vessel. Witness our hands, this 29 day of Nov 1834

Builder's Name John Alcock

Surveyor's Name John Brunton

Masts, Yards, &c.			Sails.		
	Quality of Wood	Length, &c.	N <sup>o</sup> .		N <sup>o</sup> .
Bowsprit .....	1/2	10 1/2 inches diameter	2	Fore Topmast Stay Sails.....	1
Foremast .....	1/2	18 do - do -	2	Fore Sail .....	1
Main Mast .....	1/2	18 1/2 do - do -	1	Fore Topsails .....	2
Mizen Mast .....			1	Main Sails .....	3
			2	Main Top Sails.....	2
Cables, Cordage, &c.			And is generally well found in other sails. }		
	Fathoms.	Inches.	Anchors.		
Cables, Hemp .....			N <sup>os</sup> .		
D <sup>o</sup> Iron.....	180	1 3/4 x 1 1/8	3	Bower 11 - 10 1/4 - 10 1/2	
Hawser.....	90	7/8 x 3/4	1	Stream 2 1/2	
Towlines .....	80	7 1/2	1	Kedge 1 1/2	
1 <sup>st</sup> Warp .....	80	5 1/4			
2 <sup>nd</sup> D <sup>o</sup> .....	80	4 1/2			

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

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

Owner's Name

Nautical Surveyor's Name

John Brunton





1<sup>st</sup> Survey held Aug<sup>r</sup> 11<sup>th</sup> - The vessel all timbers & draped outside: Walls & Black Sheers on: 4 Sheers of Yellow  
 on in midships under the Mast on each side, outside plank worked from floor ends up to the Masthead 12 feet  
 2<sup>nd</sup> Survey held Aug<sup>r</sup> 25<sup>th</sup> - The vessel newly planked outside, draped & checked inside up to the Masthead  
 3<sup>rd</sup> do do Sept<sup>r</sup> 29<sup>th</sup> - Deck Beams all in & checked, 1<sup>st</sup> & 2<sup>nd</sup> Waterways laid

## SURVEYOR'S REMARKS.

Last a part of the vessel &c held Nov<sup>r</sup> 5<sup>th</sup> before commencing

### Timbering.

The Quality,  
Squaring, and  
Workmanship.

Frame of Ship composed as follows viz 24 floors: 19 feet footboards & second  
 footboards, Keel knee & aprons to stem all foreign oak: The remainder of frame big  
 oak: The foreign timber is well squared & seasoned and good, the English timber generally good  
 (except a few pieces) in some places not well sided & floppy: part of the timbers not  
 well squared and sappy for receiving the outside plank and one black in the moulding  
 side and not made solid for receiving the plank, fairly squared for receiving the inside  
 plank: part of the Deck and Hold knees are short in the arms and grain cut & wavy  
 these parts well squared and good: Hold Beams generally well squared, part of the big  
 Beams at the small ends are wavy but tolerably well cleared of sap: Transoms  
 fairly squared, floors in the middle well squared: Keel & Keelsons firm and good:  
 10 frames on each side bolted together from floor ends up to 2 footboard heads:  
 Cant bodies are not framed or bolted: Several 3 footboards in each side run short  
 if used are not fitted down on 1<sup>st</sup> footboard heads: run them at both ends: part  
 of the 2 footboards are imperfect and thin at the heads and are made out with clamps  
 the backs: floor ends & 1<sup>st</sup> footboard heads are only partially cross checked, check  
 ends not bolted: Several checks imperfect and badly seated, Samples of 11 & 2 footboards  
 3/4 to 4/5 feet, 1/2 from them in thin: the 3 House timbers rather shaken: Knight heads  
 rather sappy: part of Popl timbers run short of top height & others run thin at the heads  
 but are checked out to make the first Waterway solid.

### Fastenings.

If Sheathed,  
Doubled, or  
Felled.

Wales and all above of 1/2<sup>nd</sup> and big oak, from Wales to light marks principally  
 foreign oak: from Monmouth Keel of elm: Inside plank of Eng and foreign oak: Sample  
 of the Butts of outside and inside plank generally 2 sheers through, samples good  
 and Butts well divided: The quality of the plank is generally sound and good  
 (except 2 or 3 outside planks foreign oak rather poor) well seasoned and generally  
 well skinned & well cleared of Sap, The E oak appears well seasoned: Greenails  
 of Eng Oak to light marks and from Monmouth to Keel of Oak and elm all good and  
 sufficient: Ship well supported in the Bridge with thick plank.

### Repairs.

Hold Beams are fastened with DWL knees and a 1/2 inch oak shelf laid flat  
 both above and below the beams, Deck Beams are fastened with DWL knees  
 also the 1<sup>st</sup> Waterway continued round the Masts and a 3 inch foreign oak shelf below  
 4 floors forward below Main Deck 2 Wood Transom knees on each quarter: All  
 the fastenings are very well fitted & well bolted and clinched, Butts generally fast  
 with one short bolt and one toenail: all Iron fastenings except the Butts heads  
 below the wales and Samples of Keel are copper fastenings, 4 Iron Rudder knees  
 all sufficient, also a good points piece on each quarter & an Iron Cant  
 fitted on the keel & 2 runs up the quarter

The Masts and Spars are stout & good, The Standing Rigging stout  
 and well fit, Sail made of the Best Newcastle Canvas, Anchors and  
 Chains a good weight & size, 2 Bows & Steam Wedge Blocks Patent,  
 Windlass well secured, Towline & Warps a good length and size, Boats  
 pumps &c good and sufficient John M<sup>r</sup> Denton

General Observations  
and Opinion as  
required by the  
Instructions.

The foregoing is a correct description of material and fastenings (not taken  
 as above). The vessel is well constructed and in a fit condition for the  
 safe conveyance of clay and perishable cargoes. John Brunton  
 And in conformity with the foregoing is in an opinion entitled  
 to be classed B according to the Rules laid down as per page 8  
 for the first description of first class Ships.

John Brunton  
John M<sup>r</sup> Denton

Butt Bolt not through  
 framed very indifferently  
 are doubtful if she  
 should be classed B  
 J.B.

The Amount of the Fee, £ 3 : 3 : 0 is received by me. Brunton & Denton

Committee Minute 13 December 1834

Character assigned A 1 for 5 Years

M<sup>r</sup> C. H. A.