

1338

No. 1338 Survey held at Sunderland Date June 1839
 on the Snow Taylor Master P. Stephenson
 Tonnage old 265 new 274 Built at Sunderland When built 1839
 By whom built Carr & Co Owners Guthrie & Co Shipping Co
 Port belonging to Newcastle Destined Voyage St Petersburg
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. <u>26</u> Inches <u>6</u>	Extreme Breadth	Feet. <u>26</u> Inches <u>6</u>	Depth of Hold	Feet. <u>16</u> Inches <u>6</u>
Scantlings of Timber.					
Timber and Space	each <u>12</u>	Inches	Inches	Inches	
Floors	sided <u>1 1/2</u>	Moulded	<u>12</u>	<u>9</u>	
1 st Foothooks	" <u>9.10</u>	"	<u>8</u>		
2 nd Ditto	" <u>8.10</u>	"	<u>8</u>		
3 rd Ditto	" <u>7.8</u>	"	<u>7</u>		
Top Timbers	" <u>7.8</u>	"	<u>4 1/2</u>		
Deck Beams N ^o . of <u>19</u>	" <u>8.9</u>	"	<u>8</u>	<u>5</u>	
Hold Beams N ^o . of <u>13</u>	" <u>10 1/2</u>	"	<u>10 1/2</u>	<u>8</u>	
Keel	" <u>10</u>	"	<u>8 1/2</u>		
Kelsons	" <u>12</u>	"	<u>20</u>		
Thickness of Plank.					
Outside.			Inches	Inside.	
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 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
Wales			<u>4</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</u>
Water-Ways			<u>4</u>	Hold Beam Shelves	<u>4</u>
Upper Deck			<u>3</u>	Deck Beam Ditto	

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>1 1/8</u>
Scarphs of Keel N ^o . of <u>8</u>	<u>3/4</u>	Butt End Bolts	<u>7/8</u>	Deck Beam	<u>7/8</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>3/4</u>	same in Iron above the Copper	
Kelson ditto	<u>1 1/8</u>				
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>1 1/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 to 4 Inches. The Space between the Top-timbers is 4 to 6 Inches. The Stem, Stern Post, are composed of Eng^l and For^g Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng^l & For^g Oak and are app^rox free from all defects. The Floors and first Foothooks are composed of Eng^l & For^g Oak Timber. The other Foothooks and Top Timbers of Eng^l & For^g Oak. The Shifts of the first and second Foothooks are not less than 3 to 4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are fair. The Frame is badly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is generally badly squared. The alternate Frames are not bolted together every 5th N. B. If not, state how bolted. to 2nd trans. The Butts of the Timbers are not quite close together; their thickness not less than 1/5 to 1/6 of the entire moulding at that place. The Frame is Prop chocked with no Butt at each end of the chock. The Main Kelson is composed of American Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than 2 feet inches. The Deck and Hold Beams are composed of Eng^l and For^g Oak Dick Beams all Eng^l Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of American Elm. From the Light Water Mark to the Wales of Foreign Oak. The Wales and Black-strakes are of Don^o Oak Black Strakes Memel Oak. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of Eng^l & For^g Oak. The Water-ways of Pitch Pine. The Decks of Yellow Pine. State of . The Shifts of the Planking are not less than 4 to 5 Feet inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 2 & 3 generally 2 between

Planking Inside.—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Foreign Oak. The Ceiling, Lower Hold, of Foreign Oak. Between Decks of Pitch Pine. Shelf Pieces of Foreign Oak. Clamps of Am^o Oak & Pitch Pine. **Fastenings.**—To Hold Beams Iron binder round one timber stringer on top & 9 Iron hanging pieces each side. Deck Beams Double wood lodging pieces & 2 Iron hanging pieces each side. Number of Breasthooks Five On pair Pointers One Wood & one Iron Crutches 2 Wood transom beams each side. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship indifferent.

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

Builder's Name

Surveyor's Name Thos. D. Smith

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 3/16	3	Bower, 13 : 12 1/2 : 11
1	Fore Top Sails,	80	Hempen Stream Cable	7 1/4	1	Stream, 3 1/2
2	Fore Topmast Stay Sails,	75	Hawser	1 3/16	1	Kedge, 1 1/2
1	Main Sails,	90	Towlines	5 1/2		
2	Main Top Sails,	90	Warp	5		
and <u>sufficient others</u>			All of <u>good</u> quality.			

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

She has one Long Boat and Skiff

The present state of the Windlass is good Capstan much and Rudder is placed in good

General Remarks—Statement and Date of Repairs.

The Frame is mixed throughout with English and Foreign oak of light scantling in places and irregularly spaced. Foreign timbers fairly squared, by ones generally way & sappy and badly squared, 2nd & 3rd are not well stepped down and several over their joints, a part of the floors slack in the runs and require packing and run way in the seats, several timbers slack on the outside and require packing to secure the plank. Chocks are generally badly seated and grain cut, Beams are way & sappy, House timbers, Knees &c. are fairly squared and clear of sap.

Beams are of good quality part of English oak, run way & sappy on moulding sides, a few small at the ends, these are Eng & Foreign oak principally Eng, are pretty good in quality fair length in the runs, a part are grain cut and run way & sappy.

Wales & Plank upwards is generally of fair quality excepting one plank in lower part of wales, which is sappy & defective, below wales plank is nearly all sawn from logs part of which run sappy and inferior quality is tolerably well wrought but badly shifted in places, Stenails are of French oak.

Ceiling below hold Beams is sawn from logs several planks sappy, Pitch Pine twist decks is generally sappy edges, Beams, Knees, Hooks &c. are all sufficiently bolted and secured.

Commenced Build in December 1838 finished in June 1839

Surveyed as follows $\frac{21}{2}$ $\frac{26}{2}$ $\frac{11}{3}$ $\frac{23}{3}$ $\frac{30}{3}$ $\frac{6}{4}$ $\frac{10}{5}$

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 640 A 1 Pro. B. Smiley

The Amount of the Fee.....£ 3 : 3 : 0 is received by me,
Special£ : :

Committee's Minute 5 July 1839

Character assigned A 1 for 6 Yrs.