

No. 1625 Survey held at Sunderland Date April 1840
 on the Snow Agnes Master Seattle
 Tonnage 257 Built at Sunderland When built 1840
 By whom built John Crown Owners J. Henderson
 Port belonging to Liverpool Destined Voyage India
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. Inches.		Extreme Breadth		Feet. Inches.		Depth of Hold		Feet. Inches.	
	92	0			24	9			16	6
Scantlings of Timber.						Thickness of Plank.				
Timber and Space	each	Inches.		Inches Middle	Inches Ends	Outside.		Inches.	Inside.	
Floors	sided	12	Moulded	12	10	Keel to Bilge	3	Foot Waling	3	
1 st Foothooks	"	10	"	9		Bilge Planks	4	Bilge Planks	4	
2 nd Ditto	"	9	"	8		Bilge to Wales	3	Ceiling in Flat	2 1/2	
3 rd Ditto	"	8	"	7		Wales	4 1/2	Ditto Bilge to Clamp	2 1/2	
Top Timbers	"	7	"	5		Topsides	2 3/4	Hold Beam Clamps	4	
Deck Beams	N ^o . of 21	9	"	9	5 1/2	Sheer Strakes	3 1/4	Deck Beam Ditto	3	
Hold Beams	N ^o . of 13	10 1/2	"	10 1/2	8	Plank Sheers	3	Ceiling 'twixt Decks	2	
Keel	"	11	"	9 1/2		Water-Ways	6 3/4	Hold Beam Shelves	10 1/2	
Kelsons	"	13	"	14		Upper Deck	3	Deck Beam Ditto		
Copper.			Size of Bolts in Fastenings.			Iron.				
Heel-Knee, and Dead Wood abaft	C	1 1/8	Inches.							
Scarphs of Keel	N ^o . 8	3/4				Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	7/8	
Floor Timber Bolts	C	7				Butt End Bolts	7/8	Deck Beam	7/8	
Kelson ditto	C	1 1/8				Lower Pintle of the Rudder	3			
Transoms and throats of Hooks	C	7/8								
Arms of Hooks	C	7/8 3/4								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. The Space between the Top-timbers is 4 to 5 Inches. The Stem, Stern Post, are composed of English Oak. The Transoms, Aprons, Knight Heads, Hawse Timbers, of African and English Oak and are apparently free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3/8 to 4 feet. N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Good. The Frame is generally well squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is generally well squared. The alternate Frames are all bolted together. to Wales. N.B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/5 to 1/4 of the entire moulding at that place. The Frame is Cross chocked with a Butt at each end of the chock. The Main Kelson is composed of French Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than 7 feet 0 inches. The Deck and Hold Beams are composed of English 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 Foreign Oak. From the Light Water Mark to the Wales of African and English Oak. The Wales and Black-strakes are of African and English Oak. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Pitch Pine. The Decks of Yellow Pine. State of . The Shifts of the Planking are not less than mostly 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 and 3 generally 3 between

Planking Inside.—The Limber-strakes are composed of American Oak the Bilge Planks of Foreign Oak. The Ceiling, Lower Hold, of Foreign Oak part ends Eng^l Oak. Between Decks of Foreign Oak. Shelf Pieces of African Oak. Clamps of African Oak.

Fastenings.—To Hold Beams Iron Nails round one Timber Nigger on Top and 10 Iron Nices each side. Deck Beams One Wood Niece and an Iron Lug hanging Niece; 2^d Water way dovelled & Bolted through athwart ship. Number of Breasthooks Five. Pointers one pair. One Iron Crutches & 2 Transom Nices each side. Butts End Bolts are of Copper 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 Good throughout.

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

Builder's Name

Surveyor's Name John Brunton

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 1/8 : 1 1/4	3	Bower,	14.3.0 : 14.2.14 : 12.3.21.
2	Fore Top Sails,	80	Hempen Stream Cable	7 3/4	1	Stream,	4 ^c
2	Fore Topmast Stay Sails,	65	Hawser	13/16	1	Kedge,	1.1.19.
1	Main Sails,	100	Towlines	5 3/4			
2	Main Top Sails,	80	Warp	4 3/4			
and well foun in other sails.			All of <u>good</u> quality.				

Her Standing and Running Rigging Keelp sufficient in size and good in quality.

She has One Long Boat and Skiff.

The present state of the Windlass is Suff^t Capstan Winch Suff^t and Rudder Beams as good and Suff^t
with Pow & Fawcett's purchase

General Remarks—Statement and Date of Repairs.

Frame throughout is of well grown, healthy quality: properly brought.
Steeple and Skiff and generally well squared: Transoms and (strake) Timber
fairly squared: The Scantling and quality of Molds and Deck Beams all good
and are generally well squared: Knees & Hooks good length in the corners, well grown
and fairly squared.

The quality of plank both outside & inside apparently good
well brought and Skiffed and free from sap: Turnouts of dry Oak.

Keelp and Star Deck Beams, Knees, Hooks &c all well squared

(The vessel building in October 1839 Launched April 1840 was surveyed as
follows $\frac{2}{12} : \frac{2}{1} : \frac{14}{1} : \frac{30}{1} : \frac{29}{2} : \frac{31}{9}$

If Sheathed, Doubled, Felted, or Coppered Coppered Sheath on Felt When last done April 1840

I am of opinion this Vessel should be Classed A.1.

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

Special£12 : 12 : 0

15-15-0

Committee's Minute 20th April 1840

Character assigned A 1 for 10 Years



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