

No. 2075 Survey held at Sunderland Date October 1847
on the Snow "Alex. Underwood" Master Sate
Tonnage old 309 new 337 Built at Sunderland When built 1841
By whom built Thomas Cairncross Owners Geo. H. Co
Port belonging to Hull Destined Voyage Baltic
If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet. <u>96</u> Inches. <u>6</u>	Extreme Breadth	Feet. <u>27</u> Inches. <u>0</u>	Depth of Hold	Feet. <u>18</u> Inches. <u>2</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each <u>12</u>	Inches. Middle <u>12 1/2</u> Ends <u>9 1/2</u>	Outside.	Inches.	Inside.	Inches.
Floors	sided <u>11 1/2</u>	Moulded	Keel to Bilge	<u>3</u>	Foot Waling	<u>3</u>
1 st Foothooks	" <u>9 1/2</u>	"	Bilge Planks	<u>4</u>	Bilge Planks	<u>4</u>
2 nd Ditto	" <u>8 9/16</u>	"	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto	" <u>7 8/16</u>	"	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	" <u>7</u>	"	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>4</u>
Deck BeamsN ^o . of <u>23</u> <u>3 1/2</u> ft.	" <u>9</u>	" <u>9 5/4</u>	Sheer Strakes	<u>3 1/4</u>	Deck Beam Ditto	<u>3</u>
Hold BeamsN ^o . of <u>14</u> <u>4 1/2</u> ft.	" <u>11 1/2</u>	" <u>11 1/2</u> <u>8</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	" <u>10</u>	" <u>9</u>	Water-Ways	<u>4</u>	Hold Beam Shelves	<u>12 1/2</u>
Kelsons	" <u>11</u>	" <u>30</u>	Upper Deck	<u>3</u>	Deck Beam Ditto	"
Size of Bolts in Fastenings.			Iron.			
Yellow Copper Metal			Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>	Yellow Copper Metal	<u>3 1/4</u>	Hold Beam	<u>1 3/8</u>	
Scarphs of Keel	N ^o . <u>8</u> <u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling	<u>1 3/8</u>	Deck Beam	<u>1 3/8</u>	
Floor Timber Bolts	<u>1</u>	Butt End Bolts	<u>3</u>			
Kelson ditto	<u>1 1/2</u>	Lower Pintle of the Rudder	<u>3</u>			
Transoms and throats of Hooks	<u>1 1/2</u>	same in Iron above the Copper. {				
Arms of Hooks	<u>1 1/2</u>					

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 3 1/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are gently 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 generally sufficient.

The Frame is gently fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is generally fairly squared.

The alternate Frames are all bolted together. to 2 heads N. B. If not, state how bolted.

The Butts of the Timbers are not all close together; their thickness not less than thin to 1/4 of the entire moulding at that place.

The Frame is not choiced with no Butt at each end of the choick.

The Main Kelson is composed of Amer. Oak and the False Kelson of Amer Oak.

The Scarphs of the Kelsons are not less than 8 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 Amer^{ca} Elm.

From the first Foothook Heads to the Light Water Mark of Amer^{ca} Elm.

From the Light Water Mark to the Wales of Dane^c Oak in midships Ends English Oak.

The Wales and Black-strakes are of English Oak The Topsides of English Oak.

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak.

The Decks of Yellow Pine State of .

The Shifts of the Planking are not less than 4 : 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 gently 2 kinder shift between

Planking Inside.—The Limber-strakes are composed of Amer^{ca} Oak the Bilge Planks of Amer^{ca} Oak.

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak.

Shelf Pieces of Amer^{ca} Oak Clamps of Eng^h Oak.

Fastenings.—To Hold Beams Iron Staple round one Timber & Simpson on top, and 9 Iron Nails each side below

Deck Beams One Wood Piece, and an Iron Plug Hanging Piece.

Number of Breasthooks None Pointers one pair one Iron Crutches & 2 Transom Nails each side.

Butts End Bolts are of Yellow Metal 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 Sound, but rough.

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 1/4	3	Bower, 15 1/2 - 15 - 14 3/4
1	Fore Top Sails,	80	Hempen Stream Cable	8 1/4	1	Stream, 5 ^c
2	Fore Topmast Stay Sails,	60	Hawser	7/8	1	Kedge, 1 3/4 ^c
1	Main Sails,	80	Towlines	5 1/2		
2	Main Top Sails,	2	Warps	4 3/4, 4		
and <u>suff^t in other sail</u>			All of <u>good</u> quality.			

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

She has one Long Boat and stiff

The present state of the Windlass is suff^t Capstan Winch and Rudder stiff
with patent purchase

General Remarks—Statement and Date of Repairs.

Frame is of fair scantling and generally of sound, healthy quality tolerably well shifted: a part of the Floor and Septimber run very sloppy but the whole the frame is fairly and sufficiently squared for the purpose and plating the Transoms and Counter Timbers run very and sloppy; some of the Beams run very and sloppy at the small end of Tree: but an all of good Scantling and quality: Keel generally well run and fairly squared.

The quality of plank appears all sound and good, fairly brought and shifted and generally well cleared off. Turn out of by table

Upper and Lower Deck Beams. Keel. Hooks &c all sufficiently fastened

(Commenced building in March, 1841 Launched August 1841 was surveyed as follows 5. 12. 10. 7. 12:

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

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

The Amount of the Fee.....£ 4 : — : — is received by me, John Brunton
Special£ : : Letter 3/12/41

Committee's Minute 7th December 1841

Character assigned A 1 for S. G. G.



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