

2377

No. 2377 Survey held at Sunderland Date May 1843  
 on the Snow "Triad" Master Hewitt  
 Tonnage 86 Built at Sunderland When built 1843  
 By whom built Samuel Austin Owners Hewitt & Co  
 Port belonging to Wibrecht Destined Voyage Coaster  
 If Surveyed Afloat or in Dry Dock During Building

Length aloft	62 3/4	Feet. Inches	43	66	0	Extreme Breadth	19	10	Depth of Hold	9	0
<b>Scantlings of Timber.</b>						<b>Thickness of Plank.</b>					
Timber and Space	each	9	Inches	Moulded	8	7	<b>Outside.</b>		<b>Inside.</b>		Inches
Floors	sided	8					Keel to Bilge	2 1/2	Foot Waling	2 1/2	
1st Foothooks	"	7			6 1/2		Bilge Planks	3	Bilge Planks	3	
2nd Ditto	"	6 1/2			6		Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2	
3rd Ditto	"	6			5 1/2		Wales	3	Ditto Bilge to Clamp	2 1/2	
Top Timbers	"	5 1/2			4 1/2		Topsides	2	Hold Beam Clamps	2 1/2	
Deck Beams	N <sup>o</sup> . of	13			7 1/2	11 1/2	Sheer Strakes	2 1/2	Deck Beam Ditto	2 1/2	
Hold Beams	N <sup>o</sup> . of	1					Plank Sheers	2	Ceiling 'twixt Decks	2 1/2	
Keel	"	8			8		Water-Ways	4	Hold Beam Shelves		
Kelsons	"	13			12		Upper Deck	2 1/2	Deck Beam Ditto		

<b>Copper.</b>		<b>Iron.</b>	<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	7/8		Bolts thro' the Bilge and Foot Waling	5/8	Hold Beam	1
Scarphs of Keel	N <sup>o</sup> .		Butt End Bolts	1/2	Deck Beam	5/8
Floor Timber Bolts	3/4		Lower Pintle of the Rudder	2 1/4		
Kelson ditto	5/16					
Transoms and throats of Hooks	7/8					
Arms of Hooks	3/4					
						same in Iron above the Copper

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 Inches. The Space between the Top-timbers is 3 to 4 Inches. The Stem, Stern Post, are composed of Eng. & Amer. Oak, the Transoms, Aprons, Knight Heads, Hawse Timbers, of Amer. Oak and are apply 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 1/6 th. 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 fairly squared from the first Foothook Heads upwards, and liberally free from sap, and from thence downwards, the frame is solidly 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 1/6 to 1/4 of the entire moulding at that place. The Frame is no choaked with no Butt at each end of the choek. The Main Kelson is composed of Amer. Elm and the False Kelson of 5 in. Elm plank. The Scarphs of the Kelsons are not less than no feet no 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. Elm. From the first Foothook Heads to the Light Water Mark of Amer. Elm. From the Light Water Mark to the Wales of Amer. Elm. The Wales and Black-strakes are of Amer. Elm & Oak saw'd bows. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Respine. The Decks of Yellow Pine. State of no. The Shifts of the Planking are not less than 4 Feet 0 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 generally three between

**Planking Inside.**—The Limber-strakes are composed of Amer. Elm. the Bilge Planks of Amer. Elm. The Ceiling, Lower Hold, of Amer. Elm. Between Decks of Amer. Elm. Shelf Pieces of no. Clamps of Amer. Elm.

**Fastenings.**—To Hold Beams  
 Deck Beams Double Wood Lodging Nails  
 Number of Breasthooks three Pointers no Crutches 2 Hooks abaft  
 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 good

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name John Brunton



526927-0173

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
/	Fore Sails,	150	Chain .....	3/16 - 7/8	2	Bower, 5 <sup>c</sup> 5 <sup>c</sup>
/	Fore Top Sails,	75	Hempen Stream Cable .....	5 1/2	1	Stream, 1 3/4 <sup>c</sup>
/	Fore Topmast Stay Sails,	40	Hawser .....	5/8	1	Kedge, 1 <sup>c</sup>
/	Main Sails,	80	Towlines .....	4 3/4		
/	Main Top Sails,	100	Warp .....	4 1/4		
and usual outfit in other sails			All of <u>good</u> quality.			

Her Standing and Running Rigging is of Hemp, sufficient in size and good in quality.

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is Suff. Capstan Winch and Rudder and braces all Suff.

**General Remarks—Statement and Date of Repairs.**

*McBride  
1905  
4/12/53*

Frame all by Oak of fine scabbling and generally sound in quality, fairly straight and shifted; a few timbers above the head run way and Seppie but on the whole the frame is sufficiently well squared for the Clap Beams. Keel & Posts all of good scabbling and quality and well squared. The quality of plank appears sound and good (Rock Elm) very well straight and shifted and free from sap. Beams &c. all well and securely fastened throughout.

*Commenced building in March, 1843. Launched May 1843. was surveyed during the building according to Rule*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

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

*John Branton*

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

Special .....£ : :

Committee's Minute 26<sup>th</sup> May 1843

Character assigned A 1 pt 5



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