

No. 2397 Survey held at Sunderland Date July 1843  
 on the Snow Dido Master John Smith  
 Tonnage 268 274 Built at Sunderland When built 1843  
 By whom built John H. Robson Owners J. F. & J. Dunell  
 Port belonging to Portsmouth Destined Voyage London  
 If Surveyed Afloat or in Dry Dock During Building

Length aloft 82 90 0 Extreme Breadth 26 15 Depth of Hold 16 15

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches Middle	Inches Ends	Outside.		Inside.	
Timber and Space..... each	11			Keel to Bilge .....	3	Foot Waling .....	3
Floors..... sided	11 1/2	Moulded	12 9/4	Bilge Planks .....	4	Bilge Planks .....	4
1st Foothooks.....	9	"	8 1/2	Bilge to Wales .....	3	Ceiling in Flat .....	2 1/2
2nd Ditto.....	8 9/4	"	8	Wales .....	4	Ditto Bilge to Clamp .....	2 1/2
3rd Ditto.....	8	"	7	Topsides .....	2 1/2	Hold Beam Clamps .....	4
Top Timbers .....	7 8/4	"	5	Sheer Strakes .....	3	Deck Beam Ditto.....	3
Deck Beams .... N° of <u>18</u> <u>Space 4.5</u>	9	"	9 4/4	Plank Sheers.....	3	Ceiling 'twixt Decks .....	2
Hold Beams .... N° of <u>11</u> <u>Sp. 4.5</u>	11	"	11 8	Water-Ways.....	4	Hold Beam Shelves .....	10 1/2
Keel .....	11	"	9	Upper Deck .....	3	Deck Beam Ditto.....	"
Kelsons .....	12	"	28				

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1/2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are gully free from all defects. The Floors and first Foothooks are composed of English & Amer<sup>c</sup> Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 1/4 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 indiff<sup>ly</sup> squared from the first Foothook Heads upwards, and Sappy free from sap, and from thence downwards, the frame is gully squared. The alternate Frames are not bolted together. Every 4 ft. N. B. If not, state how bolted. to 2 ft. The Butts of the Timbers are not all close together; their thickness not less than thick<sup>est</sup> of the entire moulding at that place. The Frame is not chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer<sup>c</sup> Oak and the False Kelson of Amer<sup>c</sup> 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<sup>c</sup> Oak. From the first Foothook Heads to the Light Water Mark of Amer<sup>c</sup> Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of Portin & Eng. Oak. The Topsides of Eng. Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Eng. Oak. The Decks of Yellow Pine. State of     . The Shifts of the Planking are not less than 4 1/2 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 Two + Three between

**Planking Inside.**—The Limber-strakes are composed of Amer<sup>c</sup> Oak the Bilge Planks of Amer<sup>c</sup> Oak. The Ceiling, Lower Hold, of Amer<sup>c</sup> Oak a few Eng ends Between Decks of Amer<sup>c</sup> Oak. Shelf Pieces of Amer<sup>c</sup> Oak Clamps of Amer<sup>c</sup> Oak.

**Fastenings.**—To Hold Beams Iron Binder round one Timber, Shelf on top and 10 pair Iron Hangings. Deck Beams One Wood Lodging Piece, and Iron Lug hanging four. Number of Breasthooks Five Pointers separat. One Iron Crutches 4 Transoms each side. Butts End Bolts are of Copper & 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 fair.

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

Builder's Name       
 Surveyor's Name Thos. B. Simy



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> .	
2	Fore Sails,	200	Chain .....	1 3/16	3	Bower, 12 1/2 : 12 : 11 1/2
1	Fore Top Sails,	75	Hempen Stream Cable .....	8	1	Stream, 4 1/2
2	Fore Topmast Stay Sails,	60	Hawser .....	1 3/16	1	Kedge, 1 1/2
1	Main Sails,	80	Towlines .....	5 1/2		
2	Main Top Sails,	80	Warp .....	4 1/2		
	and <u>suff<sup>t</sup> other</u>		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 Skiff

The present state of the Windlass is good Capstan Winch and Rudder 4 Beams suff<sup>t</sup>  
patent purchase

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

The Floors and lower Footboards of good scantling and fairly squared the former mostly of American Oak, remainder of frame all English oak part of which runs in differently squared and happy quality of the frame generally good, and is fairly wrought, stepped and shifted

Hold Beams appear sound of good scantling and fairly squared, "tick beams painted over when seen" part are wavy and small at one end. Knees are of English oak appear gently of good growth

outside planking appears to be fairly wrought, and shifted two between throat. Runails are of English oak —

Ceiling plank is gently of fair good quality

Beams, knees, Hooks. Shelves appear well & sufficiently bolted.

Commenced Building in June 1842 Launched in July 1843

Surveyed  $\frac{20}{8}$  1842 and  $\frac{20}{15}$  1843  
in frame Complete

The material of which this vessel is composed would entitle her to be class'd 8 Years, but having been refused survey, in compliance with the rule I recommend her to be class'd 7 A 1.

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

I am of opinion this Vessel should be Class'd 7 A 1

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

Thos. B. Simey

Special .....£ : :

Committee's Minute 8th August 1843

Character assigned A 1 per 4 Years



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