

Rev 7th Feb 1840

No. 2676 Survey held at Sunderland Date March 1845
 on the Snow "Clarissa". Master Petty
 Tonnage 320 Built at Sunderland When built 1845
 By whom built William Potts Owners Wm Potts
 Port belonging to Sunderland Destined Voyage Quebec
 If Surveyed Afloat or in Dry Dock during the Build.

| Length aloft | Feet. Inches. | Extreme Breadth | Feet. Inches. | Depth of Hold | Feet. Inches. | |
|---------------------------------|---------------|-----------------------|---------------------|---------------------|----------------------------|----|
| Scantlings of Timber. | | | | Thickness of Plank. | | |
| | Inches. | Inches. Middle Ends | | Outside. Inches. | Inside. Inches. | |
| Timber and Space..... each | 11 | | Keel to Bilge | 3 | Foot Waling | 3½ |
| Floors..... sided | 12 | Moulded 12 10 | Bilge Planks | 4 | Bilge Planks | 4 |
| •1 st Foothooks..... | 10 | " 8½ | Bilge to Wales | 3½ | Ceiling in Flat | 3½ |
| 2 nd Ditto..... | 9 | " 8½ | Wales | 4½ | Ditto Bilge to Clamp | 2½ |
| 3 rd Ditto..... | 8½ | " 8 | Topsides | 2½ | Hold Beam Clamps | 4 |
| Top Timbers | 8 | " 5 | Sheer Strakes | 3½ | Deck Beam Ditto | 3 |
| Deck Beams N°. of 12 | 9 | " 5 | Plank Sheers | 3½ | Ceiling 'twixt Decks | 2 |
| Hold Beams N°. of 16 | 11½ | " 8 | Water-Ways | 5 | Hold Beam Shelves | 5 |
| Keel | 11 | " 9 | Upper Deck | 3 | Deck Beam Ditto | 2 |
| Kelsons | 13 | " 30 | | | | |

| Size of Bolts in Fastenings, distinguishing whether Copper or Iron. | | | Iron. |
|---|---------|---------------------------------------|---------|
| | Inches. | | Inches. |
| Heel-Knee, and Dead Wood abaft | 1 1/2 | Copper or Iron. | |
| Scarps of Keel..... N°. 8 | 3 1/4 | Bolts thro' the Bilge and Foot Waling | 3 1/4 |
| Floor Timber Bolts | 1 | Butt End Bolts | 5 1/2 |
| Kelson ditto | 1 1/2 | Lower Pintle of the Rudder | 3 1/2 |
| Transoms and throats of Hooks | 1 1/2 | | |
| Arms of Hooks | 1 1/2 | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 2 1/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are ~~perfectly~~ free from all defects. The Floors and first Foothooks are composed of English and American Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 1 1/2 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 ~~totally~~ squared from the first Foothook Heads upwards, and ~~not~~ free from sap, and from thence downwards, the frame is Fairly Squared. The alternate Frames are ~~not~~ bolted together. ~~Aug 7~~ N. B. If not, state how bolted. The Butts of the Timbers are ~~partly~~ close together; their thickness not less than ~~16 to 18~~ 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. Oak and the False Kelson of Amer. Oak. The Scarps of the Kelsons are not less than 7 feet 2 inches. The Deck and Hold Beams are composed of French and English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. Oak. From the first Foothook Heads to the Light Water Mark of French Oak. From the Light Water Mark to the Wales of American and Stettin Oak. The Wales and Black-strokes are of Amer. Oak. The Topsides of Amer. Oak. The Sheer-strokes and Plank-sheers of Amer. and Doug. Oak. The Water-ways of Doug. Oak. The Decks of Yellow Pine State of ~~fair~~. The Shifts of the Planking are not less than 5 Feet 2 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~~ 3 between

Planking Inside.—The Limber-strokes are composed of Amer. Oak. Between Decks of Amer. Oak. The Ceiling, Lower Hold, of Amer. Oak. Between Decks of Amer. Oak. Shelf Pieces of Amer. Oak. Clamps of Amer. Oak.

Fastenings.—To Hold Beams ~~8~~ Staple round the outside of the Timber; Steel pins on the top and bottom hanging knees on each side below. Deck Beams ~~8~~ Staple Logging knees and 6 Staple Hounds each side connected with the Hold Beams also 2 ~~8~~ hanging knees each side. Number of Breasthooks 16 Pointers repair. The Crutches and 2 Transom knees each side. Butts End Bolts are of M^t 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 Fair.

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

Builder's Name _____

Surveyor's Name _____

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

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | |
|----------------|--------------------------|-----------------------------|---------------------------|-----------------------------|----------------------------|
| N°. | Fathoms. | Inches. | N°. | | |
| 2 | Fore Sails, | 200 | Chain | 3 | Bower, 4. 0. 26; 13½ : 13½ |
| 1 | Fore Top Sails, | 75 | Hempen Stream Cable | 1 | Stream, 4. 2. 6 |
| 2 | Fore Topmast Stay Sails, | 60 | Hawser | 1 | Kedge, 1. 3. 4 |
| 1 | Main Sails, | 75 | Towlines | | |
| 2 | Main Top Sails, | 75 | Warp | | |
| and well bound | | All of <u>good</u> quality. | | | |

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

She has One Long Boat and Skiff

The present state of the Windlass is new Captain Winch and Rudder new

but broken

General Remarks—Statement and Date of Repairs.

The Frame is close spaced, of fair scantling and good quality, so fairly wrought, Stepped and Shotted; Some Timbers on each side seem weak and Sappy. But on the whole the general Spacing of the Frame is sufficient for the Clogs recommended. The Knight Head, Hawse Timber, &c appear sound and well squared; The Beams are of sufficient scantling and apparently sound; The Garage Beams well squared; Fairly the highest Beam gun wavy—

The outside and inside Plank is all sawn from logs generally of fair quality, though well wrought and Shotted and free from Sap, Transom of big Oak mostly hewn Turned. The Upper and Lower deck Beams, knees, &c. are sufficiently fastened by Plates.

Was Surveyed during the Building at following date 8. 18. 20. 10. 10. The keel of ship stopped between the 20 and 10. The Builder repairing Ships

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

I am of opinion this Vessel should be Classed 8 A. 1.

The Amount of the Fee £ 4 : : : is received by me,

Special £ : : :

Certificate (if required) £ : : :

Committee's Minute 8th April 1845

Character assigned 8 A. 1. J. D.

John Brunton —



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