

No. 3321 Survey held at Sunderland Date August 3321
on the Snow Simon Magnus Master W. Robson
Tonnage 243 Built at Sunderland When built 1844
By whom built W. Van Owners Magnus & Levy
Port belonging to Rochester Destined Voyage Rochester
If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet. <u>26</u> Inches.	Extreme Breadth	Feet. <u>24</u> Inches. <u>8</u>	Depth of Hold	Feet. <u>15</u> Inches. <u>8</u>		
Scantlings of Timber.			Thickness of Plank.				
Timber and Space	each <u>12</u>	Inches.		Outside.	Inches.	Inside.	Inches.
Floors	sided <u>10:11</u>	Moulded	<u>10 1/4</u> <u>7 3/4</u>	Keel to Bilge	<u>2 3/4</u>	Foot Waling	<u>3 3/4</u>
1 st Foothooks	" <u>8 1/2</u>	"	<u>7 1/2</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>4</u>
2 nd Ditto	" <u>7 1/2:10</u>	"	<u>7 1/4</u>	Bilge to Wales	<u>2 3/4:2 1/2</u>	Ceiling in Flat	<u>2 1/2:2</u>
3 rd Ditto	" <u>8</u>	"	<u>6 3/4</u>	Wales	<u>4 1/4</u>	Ditto Bilge to Clamp	<u>2 1/2:2</u>
Top Timbers	" <u>7 1/2</u>	"	<u>5</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>4</u>
Deck Beams N ^o <u>20</u>	Average Space } <u>3 1/2 to 4 1/2</u>	"	<u>8 1/2</u>	Sheer Strakes	<u>3 1/4</u>	Deck Beam Ditto	<u>2 1/2</u>
Hold Beams N ^o <u>12</u>	Average Space } <u>4 to 6</u>	"	<u>11</u>	Plank Sheers	<u>2 3/4</u>	Ceiling 'twixt Decks	<u>2 1/4</u>
Keel	" <u>10</u>	"	<u>9</u>	Water-Ways	<u>4 1/2:3 1/2</u>	Hold Beam Shelves	<u>5</u>
Kelsons	" <u>11</u>	"	<u>26 1/2</u>	Upper Deck	<u>2 3/4</u>	Deck Beam Ditto	<u>4</u>

Size of Bolts in Fastenings, distinguishing whether					
Copper or Iron.	Inches.	Copper or Iron.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	<u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>1 1/2</u> <u>1 1/4</u>	Hold Beam	<u>1 1/2</u> <u>3/4</u>
Scarp of Keel	N ^o <u>8 1/2</u> <u>3/4</u>	Butt End Bolts	<u>1 1/2</u> <u>1</u>	Deck Beam	<u>3/4</u> <u>5/8</u>
Floor Timber Bolts	<u>1</u> <u>7/8</u>	Lower Pintle of the Rudder	<u>2 3/4</u>		
Kelson ditto	<u>1</u> <u>1</u>				
Transoms and throats of Hooks	<u>1</u> <u>1 1/2</u> <u>3/4</u>				
Arms of Hooks	<u>1</u> <u>1 1/2</u> <u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 18 1/2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are free free from all defects. Timber.

The Floors and first Foothooks are composed of Beamen, Amer. & Eng Oak

The other Foothooks and Top Timbers of Eng Oak except two of Beamen Oak

The Shifts of the first and second Foothooks are not less than 3 1/2 to 4 1/2 ft 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 indiffer squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is fairly fairly squ

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

The Butts of the Timbers are gully close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is cwp 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 Scarphs of the Kelsons are not less than 6 feet 6 inches.

The Deck and Hold Beams are composed of Stettin 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 Pawsey & Stettin Oak

The Wales and Black-strakes are of Amer & Stettin Oak The Topsides of Pawsey & Stettin Oak

The Sheer-strakes and Plank-sheers of Pawsey & Stettin Oak The Water-ways of Stettin Oak

The Decks of My Pine State of

The Shifts of the Planking are not less than 4 1/2 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 Two and Three between

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

The Ceiling, Lower Hold, of Amer & Eng Oak Between Decks of Amer & Eng Oak

Shelf Pieces of Stettin Oak Clamps of Amer & Pawsey Oak

Fastenings.—To Hold Beams two Brindes round one Timber Shelf on top and to pair

of Iron Binding Knees

Deck Beams Wood Lodging Knees and Iron Lodging Knees Ends Two Wood

Lodging Knees

Number of Breasthooks Five Pointers one pair Iron Crutches Two Ironson Knees on each side

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 rough

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

Builder's Signature

Surveyor's Signature

Thos. S. Ames Lloyd's Register Foundation

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,	160	Chain	1 3/16	3	Bower,	11.2.7. 11.1.11. 11.0
1	Fore Top Sails,	45	Hempen Stream Cable	4 3/4	1	Stream,	4
2	Fore Topmast Stay Sails,	60	Hawser	3 1/4	1	Kedge,	1 1/2
1	Main Sails,	75	Towlines	5 1/2			
2	Main Top Sails,	75	Warp	4 3/4			
and <u>others as usual</u>			All of <u>good</u> quality.				

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

She has One Long Boat and Skiff

The present state of the Windlass is good Capstan which and Rudder & Braces sufficient

General Remarks—Statement and Date of Repairs.

Surveyed on the $\frac{14}{4}$ $\frac{20}{4}$ $\frac{26}{4}$ $\frac{10}{5}$ $\frac{21}{5}$ $\frac{31}{5}$ $\frac{6}{8}$ $\frac{17}{8}$

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

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

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

Aug. Special£ : :

Certificate (if required)£ : :

Committee's Minute 24th Aug 1847

Character assigned A 1 pr 7

Thos. B. Loring
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Foundation