

No. 4501 Survey held at Sunderland Date May 14th 1867  
 on the "Snow Flouist" Master H. O. Curry  
 Tonnage 273 Built at Sunderland When built 1857  
 By whom built H. Carr Owners H. O. Curry  
 Port belonging to Wm Shields Destined Voyage Mediterranean  
 If Surveyed Afloat or in Dry Dock during Building

Length aloft 98 Feet 0 Inches Extreme Breadth 26 Feet 3 Inches Depth of Hold 16 Feet 6 Inches

| Scantlings of Timber.                                   |               |         |               | Thickness of Plank. |              |                      |              |
|---|---------------|---------|---------------|---------------------|--------------|----------------------|--------------|
| Room and Space  | Inches.       | Inches. | Inches.       | Outside.            | Inches.      | Inside.              | Inches.      |
| Floors  | <u>11</u>     | Moulded | <u>10 1/4</u> | Keel to Bilge       | <u>2 3/4</u> | Limber Strakes       | <u>1 1/2</u> |
| 1st Foothooks   | <u>9</u>      | "       | <u>8</u>      | Bilge Planks        | <u>4</u>     | Bilge Planks         | <u>4</u>     |
| 2nd Ditto   | <u>8 1/2</u>  | "       | <u>7 1/4</u>  | Bilge to Wales      | <u>3</u>     | Ceiling in Flat      | <u>2 1/2</u> |
| 3rd Ditto   | <u>8</u>      | "       | <u>6 3/4</u>  | Wales               | <u>4 1/2</u> | Ditto Bilge to Clamp | <u>2 1/2</u> |
| Top Timbers   | <u>7 1/2</u>  | "       | <u>5</u>      | Topsides            | <u>2 3/4</u> | Hold Beam Clamps     | <u>4</u>     |
| Deck Beams N° <u>2</u> Average Space } <u>3 to 5 ft</u> | <u>8 1/2</u>  | "       | <u>9</u>      | Sheer Strakes       | <u>3 1/2</u> | Deck Beam Ditto      | <u>3</u>     |
| Hold Beams N° <u>15</u> Average Space } <u>4 to 5</u>   | <u>11</u>     | "       | <u>11</u>     | Plank Sheers        | <u>3</u>     | Ceiling 'twixt Decks | <u>2 1/2</u> |
| Keel  | <u>10 1/2</u> | "       | <u>12</u>     | Water-Ways          | <u>7 1/4</u> | Hold Beam Spoketting | <u>4</u>     |
| Kelsons   | <u>11</u>     | "       | <u>2 1/4</u>  | Upper Deck          | <u>3</u>     | Deck Beam Ditto      | <u>4</u>     |

| Copper or Iron.                |              | Copper or Iron.                          |              | Iron.     |                |
|--------------------------------|--------------|--|--------------|-----------|----------------|
| Inches.                        | Inches.      | Inches.                                  | Inches.      | Inches.   | Inches.        |
| Heel-Knee, and Dead Wood abaft | <u>1 1/4</u> | Bolts thro' the Bilge and Limber Strakes | <u>1 1/4</u> | Hold Beam | <u>1 7/8</u>   |
| Scarphs of Keel                | <u>1 1/4</u> | Butt End Bolts                           | <u>1 1/4</u> | Deck Beam | <u>7/8 3/4</u> |
| Floor Timber Bolts             | <u>1</u>     | Lower Pintle of the Rudder               | <u>2 3/4</u> |           |                |
| Kelson ditto                   | <u>1</u>     |  |              |           |                |
| Transoms and throats of Hooks  | <u>1 1/4</u> |  |              |           |                |
| Arms of Hooks                  | <u>7/8</u>   |  |              |           |                |

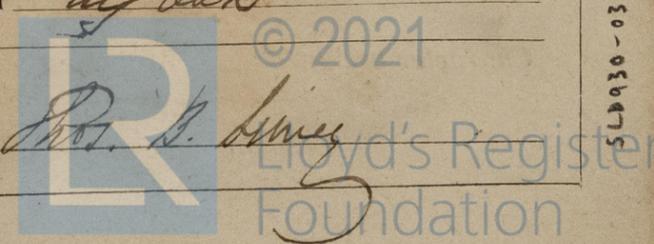
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 1 1/2 Inches. The Stem, Stern Post, are composed of Eng oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng oak and are appy free from all defects. The Floors and first Foothooks are composed of First & Eng oak Timber. The other Foothooks and Top Timbers of Eng 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 fully squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is fully squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/5 of the entire moulding at that place. The Frame is well 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 0 inches. The Deck and Hold Beams are composed of Hettin & Amer 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 Hettin oak. The Wales and Black-strakes are of Hettin oak. The Topsides of Hettin oak. The Sheer-strakes and Plank-sheers of Hettin oak. The Water-ways of Red Pine & Fanny oak. The Decks of Y Pine. State of     . The Shifts of the Planking are not less than 3 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 Free between      and     .

**Planking Inside.**—The Limber-strakes are composed of Amer oak the Bilge Planks of Amer & Hettin oak. The Ceiling, Lower Hold, of Amer & Hettin oak. Between Decks of Amer & Hettin oak. Shelf Pieces of      Clamps of Amer & Hettin oak.

**Fastenings.**—To Hold Beams two Lodging knees Spoketting Bolted through and six pair of Iron Hanging knees. Deck Beams Wood Lodging knees and two Iron Hanging knees. Number of Breasthooks Five Pointers one pair Iron Crutches two Pearson knees. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng oak. 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 Robt. S. Jones



0830-03075

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                |
| 1                          | Fore Top Sails,          | 75          | Hempen Stream Cable .....   | 1 1/4                       | 1                |
| 2                          | Fore Topmast Stay Sails, | 70          | Hawser .....                | 2 1/2                       | 1                |
| 1                          | Main Sails,              | 75          | Towlines .....              | 1 3/16                      | 1                |
| 2                          | Main Top Sails,          | 75          | Warp .....                  | 5 1/2                       |                  |
| and <u>others as usual</u> |                          | 75          | All of <u>good</u> quality. | 5                           |                  |

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 Windlas is good ~~Cape~~ Winch and Rudder good Pumps two patent

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

*This vessel was regularly surveyed during building.*

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

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

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

No order Special.....£ 13 : 13 : "

Certificate (if required) .....£ " : " : "

Robt. B. Simey  
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Committee's Minute 17<sup>th</sup> June 1857

Character assigned S.A.S. A.P.

