

No. 4547 Survey held at Sunderland Date July 27th 1851
on the Snow "Luma" Master Henry Frost
Tonnage Old 204 Built at Sunderland When built 1851
By whom built W. Carr Owners W. Frost
Port belonging to Sunderland Destined Voyage Malaga
Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft 82 Feet 4 Inches Extreme Breadth 22 Feet 8 Inches Depth of Hold 12 Feet 6 Inches

Scantlings of Timber.				Thickness of Plank.			
Room and Space				Outside.		Inside.	
Floors.....sided	<u>9</u>	Moulded	<u>10</u> <u>8</u>	Keel to Bilge	<u>2 1/2</u>	Limber Strakes	<u>3 1/4</u>
1 st Foothooks.....	<u>2</u>	"	<u>7</u>	Bilge Planks	<u>3 3/4</u>	Bilge Planks	<u>3 1/2</u>
2 nd Ditto.....	<u>1</u>	"	<u>6 1/2</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto.....	<u>7</u>	"	<u>6</u>	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	<u>6 1/2</u>	"	<u>4 3/4</u>	Short Hoods	<u>2 1/2</u>	Hold Beam Clamps	<u>3 1/2</u>
Deck Beams N ^o <u>14</u> Average Space } <u>3 to 4 1/2</u>	<u>7 1/2</u>	"	<u>7 1/2</u> <u>5 1/2</u>	Topsides	<u>2 1/2</u>	Deck Beam Ditto	<u>2 1/2</u>
Hold Beams N ^o <u>11</u> Average Space } <u>4 to 7</u>	<u>9 1/2</u>	"	<u>9 1/2</u> <u>7 1/2</u>	Sheer Strakes	<u>3 1/8</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	<u>10</u>	"	<u>12</u>	Plank Sheers	<u>2 1/2</u>	Hold Beam Shelves	<u>4</u>
Keelsons	<u>10</u>	"	<u>23</u>	Water-Ways	<u>4 1/4</u>	Deck Beam Ditto	<u>"</u>
Scarphs of Ditto	<u>6 feet</u>			Upper Deck	<u>2 1/2</u>		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Copper Inches.		Iron Inches.		Copper Inches.		Iron Inches.	
Heel-Knee, and Deadwood abaft	<u>1</u>	Transoms and throats of Hooks	<u>3/4</u>	Lower Pintle of the Rudder	<u>2 1/2</u>		
Scarphs of Keel.....N ^o <u>8</u>	<u>3/4</u>	Arms of Hooks	<u>3/4</u>	Hold Beam		<u>7/8</u> <u>3/4</u>	
Floor Timber Bolts	<u>7/8</u>	Bolts thro' Bilge & Limber Strakes	<u>5/8</u>	Deck Beam		<u>5/8</u> <u>3/4</u>	
Kelson ditto	<u>1</u>	Butt End Bolts	<u>5/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1.2 Inches. The Space between the Top-timbers is 2 1/4 Inches. The Stem, Stern Post, consist of Hettin & Ery Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Ery & Hettin Oak and are appy free from all defects. The Floors consist of Hettin & Ery Oak The First Foothooks of Hettin & Ery Oak Timber. The Second Foothooks of Hettin & Ery Oak The Third Foothooks of Ery & Hettin Oak The Top Timbers of Ery Oak The Shifts of the first and second Foothooks are not less than 1/7 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 square squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is fairly square The alternate Frames are not bolted together to the Gunwale. Every 6th sets 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 chock choaked with no Butt at each end of the chock. The Main Keelson is Hettin & Ery Oak and free from all defects. The False Keelson is Amur Oak The Deck Beams consist of Hettin Oak The Hold Beams of Hettin Oak The Knees of Ery & Post Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Amur Elm From the above named Height to the Light Water Mark Hettin Oak From the Light Water Mark to the Wales Hettin Oak The Wales and Black-strakes are Amur & Hettin Oak The Topsides Hettin Oak The Sheer-strakes Hettin Oak and Plank-sheers Hettin Oak The Water-ways Hettin Oak The Decks of Pine State of The Shifts of the Planking are not less than 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 mostly Three between

Planking Inside.—The Limber-strakes are Hettin Oak the Bilge Planks Hettin Oak The Ceiling, Lower Hold, Hettin Oak Between Decks Hettin Oak Shelf Pieces Amur Oak Clamps Hettin Oak

Fastenings.—To Hold Beams Iron Lodging knees Shelf on top and 4 pair of Iron Barging knees Deck Beams Iron Lodging knees & Iron Lugs Barging knees

Number of Breasthooks Four Pointers one pair Iron Crutch Two Ransom knees Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes all bolted through and clenched. Treenails of Ery & Post Oak How Made Ery & Post 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

Thos. B. Smith

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 .	Weight.
2	Fore Sails,	Chain	150	1 1/8	Bower,	3 10.2
1	Fore Top Sails,	Hempen Stream Cable	75	7		10.1
2	Fore Topmast Stay Sails,	Hawser	60	3/4	Stream,	1 3.2
1	Main Sails,	Towlines	75	5		
2	Main Top Sails,	Warp	75	4 1/2	Kedge,	1 1.1
and <u>others as usual</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 Which Rudder stiff Pumps Two Petrol

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 7. A. 1.

The Amount of the Fee.....£ 2 : " : " is received by me,

Special£ " : " : "

Certificate (if required)£ " : 5 : "

Committee's Minute 1st Augt 1851

Character assigned 1st class

Thos. B. Arney



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Foundation