

No. 239 Survey held at StocktonDate 4 August 1841on the Snow Isabel & AgnesMaster Robert CumminsTonnage 164 $\frac{3}{4}$ Built at StocktonWhen built 1841By whom built Thomas LaidlerOwners Thomas LaidlerPort belonging to StocktonDestined Voyage St. PetersburgIf Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 76	Inches. 9	Extreme Breadth	Feet. 22	Inches. 9	Depth of Hold	Feet. 12	Inches. 7	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space.....	each	9		Outside.			Inches.	Inside.	Inches.
Floors.....	sided	9.11	Moulded	10	8	Keel to Bilge	2 1/2	Foot Waling	3
1 st Foothooks.....	"	7.8 1/2	"	8	"	Bilge Planks	3 1/2	Bilge Planks	4
2 nd Ditto.....	"	6.8	"	7	"	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 rd Ditto.....	"	5.7	"	6	"	Wales	4	Ditto Bilge to Clamp	2
Top Timbers	"	6	"	6	4 1/2	Topsides	2 1/2	Hold Beam Clamps	3.4
Deck BeamsN°. of 19	"	9	"	9	4 1/2	Sheer Strakes	3	Deck Beam Ditto.....	2 3/4
Hold BeamsN°. of 9	"	10	"	10	6 1/2	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks	2
Keel	"	10	"	8	"	Water-Ways	3	Hold Beam Shelves	3 1/2
Kelsons	"	10	"	26	"	Upper Deck	2 5/8	Deck Beam Ditto.....	3
Copper.			Size of Bolts in Fastenings.			Iron.			
Heel-Knee, and Dead Wood abaft	1 1/8		Copper.						
Scarphs of Keel.....N°. 8	3/4		Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam	7/8		
Floor Timber Bolts	1		Butt End Bolts	5/8		Deck Beam	3/4		
Kelson ditto	1 1/8		Lower Pintle of the Rudder	2 7/8		same in Iron above the Copper.....{			
Transoms and throats of Hooks	1								
Arms of Hooks	3 1/4								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. — The Space between the Top-timbers is 4 to 5 Inches. — The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are not free from all defects.

The Floors and first Foothooks are composed of English Oak, Am^r. Elm, English Ash Timber.

The other Foothooks and Top Timbers of English Ash, Eng^r. Elm, and English Oak Timber

The Shifts of the first and second Foothooks are not less than 3 $\frac{1}{3}$ to 3 $\frac{1}{6}$ 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 badly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is midling

The alternate Frames are 4 to 5 bolted together. to 2 Head N. B. If not, state how bolted.

The Butts of the Timbers are gently close together; their thickness not less than 5 to 3 of the entire moulding at that place.

The Frame is chocked with no Butt at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of American Elm

The Scarphs of the Kelsons are not less than 8 feet 6 inches.

The Deck and Hold Beams are composed of American Oak and English Elm

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of American Elm

From the Light Water Mark to the Wales of American Elm

The Wales and Black-strakes are of American Elm & Oak The Topsides of American Elm

The Sheer-strakes and Plank-sheers of American Oak The Water-ways of American Oak

The Decks of Yellow Pine State of Good

The Shifts of the Planking are not less than 4 to 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 most 3.

Planking Inside.—The Limber-strakes are composed of American Elm the Bilge Planks of American Elm

The Ceiling, Lower Hold, of American Elm Between Decks of American Elm

Shelf Pieces of American Elm, Am^r. Oak Clamps of American Elm, Am^r. Oak

Fastenings.—To Hold Beams Iron lodging knees, Shelf above and six pair Iron hanging knees

Deck Beams Double wood kned and Shelf below

Number of Breasthooks Four Pointers One Pair Crutches One

Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling are 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 William Pile Foreman

Surveyor's Name Ralph Hudson

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 1/2	3	Bower, ^{ent. gr. lb.} 8 2 20 8 0 12 8 0 3	
1	Fore Top Sails,	70	Hempen Stream Cable	7	1	Stream, 2 2 0	
2	Fore Topmast Stay Sails,	30	Hawser	1 1/2	1	Kedge, 1 2 0	
1	Main Sails,	70	Towlines	5			
2	Main Top Sails,	70	Warp	4			
and Sufficient in other			All of <u>Good</u> quality.				

Her Standing and Running Rigging Simple sufficient in size and Good in quality.

She has One Long Boat, and Slip

The present state of the Windlass is Good Capstan Winch and Rudder braces good
Fitt Patent Purchase

General Remarks—Statement and Date of Repairs.

Part of the Timber in the Frame run small and wavy will
wrought and shifted

Planking outside will wrought and shifted
Trunnels of English Oak

Duke beams good mantling will fastened a few
a few of the Run rappy

Hold beams of large mantling will fastened
with Iron lodging knees. and Lie pair of Iron Hanging
knees & Shul

Skilions. Hooks. Transoms. Knight head & Hams
Timbers all good and Superior for the Clap

Celing of good Quality will wrought and
fastened

Was Surveyed as follows. $\frac{1}{3} : \frac{2}{4} : \frac{30}{4} : \frac{13}{5} : \frac{11}{6} : \frac{30}{6} : \frac{14}{8}$

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

I am of opinion this Vessel should be Classed 4 A 1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, Ralph Hudson

Special£ : :

Committee's Minute 20th August 1841

Character assigned 1 A 1