

No. 199 Survey held at Alma Dock Glasgow Date 13th April 1849
on the Snack Janet Johnston Master Ivan James
Tonnage 46 ¹/₁₀ Built at Gumbarton When built 1842 or 1841
By whom built M^r Millan Owners Curiff & Hallerton
Port belonging to Glasgow Destined Voyage Coaster
If Surveyed Afloat or in Dry Dock Dry Dock

Classed 5 R. \ Ship omitted

Length aloft	Feet. Inches	Breadth	Feet. Inches	Depth of Hold	Feet. Inches	
133	51 ¹ / ₁₀	14	14 ⁸ / ₁₀	4	4 ¹ / ₁₀	
Scantlings of Timber.						
Timber and Space	each	Inches.	Inches Middle	Inches Ends		
Floors	sided	7	Moulded	7	6	
1 st Foothooks	"	6	"	6	5 ¹ / ₂	
2 nd Ditto	"	5 ¹ / ₂	"	5 ¹ / ₂	4	
3 rd Ditto	"	"	"	"	"	
Top Timbers	"	5	"	4	3	
Deck Beams	N ^o . of 11	7	"	7 ¹ / ₂	5	
Hold Beams	N ^o . of	"	"	"	"	
Keel	"	9	"	12	"	
Kelsons	"	10	"	11	"	
Thickness of Plank.						
			Outside.	Inches.	Inside.	
					Inches.	
			Keel to Bilge	2	Foot Waling	2
			Bilge Planks	3	Bilge Planks	3
			Bilge to Wales	2	Ceiling in Flat	2
			Wales	3	Ditto Bilge to Clamp	1 ¹ / ₂
			Topsides	2	Hold Beam Clamps	"
			Sheer Strakes	2 ¹ / ₂	Deck Beam Ditto	2
			Plank Sheers	2 ¹ / ₂	Ceiling 'twixt Decks	"
			Water-Ways	"	Hold Beam Shelves	"
			Upper Deck	2	Deck Beam Ditto	3 ¹ / ₂ x 8
Size of Bolts in Fastenings.						
			Iron.			
			Inches.		Inches.	
			Heel-Knee, and Dead Wood abaft	5 ¹ / ₈	Hold Beam	"
			Scarphs of Keel	1 ¹ / ₂	Deck Beam	5 ¹ / ₈
			Floor Timber Bolts	1 ¹ / ₂		
			Kelson ditto			
			Transoms and throats of Hooks			
			Arms of Hooks			
			same in Iron above the Copper			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 ¹/₂ 6 Inches. The Space between the Top-timbers is 2 ¹/₂ 10 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are free from all defects. The Floors and first Foothooks are composed of British Oak Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 1 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 1. The Frame is 1 squared from the first Foothook Heads upwards, and 1 free from sap, and from thence downwards, the frame is 1. The alternate Frames are 1 bolted together. N. B. If not, state how bolted. The Butts of the Timbers are 1 close together; their thickness not less than 1 of the entire moulding at that place. The Frame is 1 chocked with 1 Butt at each end of the chock. The Main Kelson is composed of American Elm and the False Kelson of 1. The Scarphs of the Kelsons are not less than 1 feet 1 inches. The Deck and Hold Beams are composed of British Oak.

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 Red Pine. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of Yellow Oak. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of Yellow Oak. The Water-ways of Formed by Plank-butt. The Decks of Yellow Pine. State of Good. The Shifts of the Planking are not less than 5 Feet 1 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 2 x 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Black Birch the Bilge Planks of Black Birch. The Ceiling, Lower Hold, of Black Birch. Between Decks of From Bilge to Clamp of Red Pine. Shelf Pieces of Red Pine. Clamps of Red Pine.

Fastenings.—To Hold Beams 1. Deck Beams Single and Double British Oak Lodging Nuts. Number of Breasthooks Two Pointers 1 Crutches 1. Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Footwaling Iron bolted through and clenched. General Quality of Workmanship 1.

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

Builder's Name
Surveyor's Name

John Johnston

5810-041579

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

199. 95

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
1	Fore Sail,	125	Chain	7/8 7/16	2	Bower, 4" 2" 0" x 3" 0" 0"	} Estimated Weight
1	Fore ^{Stay} Sail,	60	Hempen Stream Cable	5	1	Stream, 1" 2" 0"	
2	Fore ^{Lib} Topmast Stay Sails,	"	Hawser	"	1	Kedge, 1" 0" 0"	
1	Main Sail,	"	Towlines	"			
1	Main ^{Lib} Top Sail,	70	Warp	3 1/2			
and			All of <u>Good</u> quality.				

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

She has One 13 Foot Long Boat and

The present state of the Windlass is Good Winch Good and Rudder Good.

General Remarks—Statement and Date of Repairs.

At Present some new Deck Planks, Platts rebolts and Caulked over all,

A listing and some Ciling Cut out, Greenail and Bolt driven out for Examination,

This Vessel appears to be in good Condition and Eligible for the safe Conveyance of Dry and Perishable Cargoes Coastwise

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done ✓

I am of opinion this Vessel should be Classed E. 1.

The Amount of the Fee.....£ 1 : : is received by me,

Special£ 1 : 1 :

Committee's Minute 17th April 1849

Character assigned ✓



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