

No. 8171 Survey held at Liverpool Date May 11<sup>th</sup> 1847  
on the Brig Norman Master Rutherford  
Tonnage 244 Built at Cape Breton When built 1846  
By whom built \_\_\_\_\_ Owners J. Archibald  
Port belonging to Spain, C.B. Destined Voyage Alexandria  
If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft	Feet. 95	Inches.	Extreme Breadth	Feet. 23	Inches.	Depth of Hold	Feet. 14	Inches.
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>				
Timber and Space	each 39	Inches.	Moulded 13	10 1/2	Inches.	Outside.	Inches.	Inside.
Floors	12 @ sided 14		Keel to Bilge	3		Foot Waling	Limber 3	8
1 <sup>st</sup> Foothooks	12		Bilge Planks	4		Bilge Planks	4	4
2 <sup>nd</sup> Ditto	11 1/2		Bilge to Wales	3		Ceiling in Flat	3	3
3 <sup>rd</sup> Ditto	11		Wales	4 1/2		Ditto Bilge to Clamp	3	3
Top Timbers	11		Topsides	3		Hold Beam Clamps	4	4
Deck Beams N <sup>o</sup> 19	Average Space } 4 1/2		Sheer Strakes	4		Deck Beam Ditto	4	4
Hold Beams N <sup>o</sup> 13	Average Space } 5 1/2		Plank Sheers	4		Ceiling 'twixt Decks	3 1/2	3 1/2
Keel	11		Water-Ways	8		Hold Beam Shelves	6 1/2 by 10 1/2	6 1/2 by 10 1/2
Kelsons	13 1/2		Upper Deck	3 1/2		Deck Beam Ditto	6 by 10	6 by 10
River Nelson 13 by 11				<b>Size of Bolts in Fastenings, distinguishing whether</b>				
<b>Copper or Iron.</b>				<b>Copper or Iron.</b>				
Heel-Knee, and Dead Wood abaft	Not seen		Bolts thro' the Bilge and Foot Waling	1/8		Hold Beam	1	1
Scarphs of Keel	N <sup>o</sup> not seen		Butt End Bolts	3/4		Deck Beam	1/8	1/8
Floor Timber Bolts	Not seen		Lower Pintle of the Rudder	3/4				
Kelson ditto	Not seen							
Transoms and throats of Hooks	1/8							
Arms of Hooks	1/8							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 @ 4 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce and are \_\_\_\_\_ free from all defects. The Floors and first Foothooks are composed of Birch and Spruce Timber. The other Foothooks and Top Timbers of Birch and Spruce. The Shifts of the first and second Foothooks are not less than Not seen N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Not seen. The Frame is well squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is well squared. The alternate Frames are \_\_\_\_\_ bolted together. Not seen N. B. If not, state how bolted. The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place. Not seen. The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock. Not seen. The Main Kelson is composed of Yellow Pine and the False Kelson of Birch. The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of Spruce.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Birch. From the first Foothook Heads to the Light Water Mark of Birch. From the Light Water Mark to the Wales of Birch. The Wales and Black-strakes are of Birch. The Topsides of Birch. The Sheer-strakes and Plank-sheers of Birch. The Water-ways of Yellow Pine. The Decks of Yellow Pine State of good. The Shifts of the Planking are not less than 4 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 2 and 3 strakes between

**Planking Inside.**—The Limber-strakes are composed of Birch the Bilge Planks of Birch. The Ceiling, Lower Hold, of Birch and Pine Between Decks of Spruce. Shelf Pieces of Birch and Pine Clamps of Yellow Pine.

**Fastenings.**—To Hold Beams Double wood knees and stringer. Deck Beams Double wood knees a shelf, three pairs staple standards and four pairs of hanging knees. Number of Breasthooks five 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 Iron bolted through and clenched. General Quality of Workmanship improved by additional fastenings.

We certify that the preceding is a correct description of the above-named Vessel,  
Builder's Signature \_\_\_\_\_ Surveyor's Signature W. Perkins  
C. P. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.

LN 579-0039



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,	220	Chain .....	1 1/2	3
2	Fore Top Sails,	90	Hempen Stream Cable .....	8	1
2	Fore Topmast Stay Sails,	91	Hawser .....	6	1
1	Main Sails,		Towlines .....		
1	Main Top Sails,		Warp .....		
1	and 2 <sup>ft</sup> E. Sails		All of 9000 quality.		
	other light Sails				

Her Standing and Running Rigging is well fitted sufficient in size and good in quality.

She has one Long Boat and Tolly boat

The present state of the Windlass is good Capstan very good and Rudder good

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

Several turnstil have been driven out and found good. Hullson refastened, one extra Breast hook crutch and one Pair of Painters, but and bily bolted some additional fastenings in the Planking. Linberthoaks refastened. A listing has been cut ~~at~~ about the turn of the Bidge. Once a air room open to ~~it~~ <sup>the</sup> crew. All the timbers of the frame found good. The vessel well launched.

Is now in a fit and efficient State for the safe  
conveyance of any and perishable cargoes  
to and from all parts of the world.

If Sheathed, Doubled, Felted, or Coppered *Single bottom* When last done

I am of opinion this Vessel should be Classed U A I

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

Special ..... £ 2 : 2: —

Certificate ~~is~~ required) .....£ 7 : 10 : —

Committee's Minute 18 May 1847

*Character assigned*