

No. 12435 Survey held at Liverpool Date July 2 1854  
on the B<sup>n</sup> Norman Master M<sup>r</sup> Cross  
Tonnage Old 110766 Built at C Breton When built 1853 Launched 1854  
By whom built 3500 Owners M<sup>r</sup> Gibson  
Port belonging to Fleetwood Destined Voyage Coaster  
If Surveyed while Building, Afloat, or in Dry Dock on the bank

Length aloft 70 2/10 Extreme Breadth 19 4/10 Depth of Hold 10 8/10

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	10	Moulded	10	Keel to Bilge	2 1/2	Limber Strakes	7 1/2
1 <sup>st</sup> Foothooks.....	8 1/2	"	10	Bilge Planks	3	Bilge Planks	3
2 <sup>nd</sup> Ditto.....	10	"	8	Bilge to Wales	2 1/2	Ceiling in Flat	3
3 <sup>rd</sup> Ditto.....	8 1/2	"	5 1/2	Wales	3	Ditto Bilge to Clamp	2 1/2
Top Timbers.....	11	"	9 1/2	Short Hoods	3	Hold Beam Clamps	-
Deck Beams N <sup>o</sup> <u>14</u> Average Space } <u>4.3</u>	11	"	12 out	Topsides	3	Deck Beam Ditto	3 1/2
Hold Beams N <sup>o</sup> Average Space } <u>none</u>	11	"	26	Sheer Strakes	3	Ceiling 'twixt Decks	-
Keel	11	"	12 out	Plank Sheers	3	Hold Beam Shelves	-
Keelsons	12	"	26	Water-Ways	6 1/2	Deck Beam Ditto	-
Scarphs of Ditto	4 1/4	"	-	Upper Deck	2 1/2		

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	Iron	Iron	Transoms and throats of Hooks	-	Iron	Lower Pintle of the Rudder	2 1/2	Iron
Scarphs of Keel.....N <sup>o</sup> <u>14</u>	Iron	Iron	Arms of Hooks	-	Iron	Hold Beam	-	Iron
Floor Timber Bolts	Iron	Iron	Bolts thro' Bilge & Limber Strakes	-	Iron	Deck Beam	-	Iron
Kelson ditto	Iron	Iron	Butt End Bolts	-	Iron			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 243 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, consist of Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, and (Deadwood, of none Birch and are free free from all defects. The Floors consist of Birch & Spruce The First Foothooks of Birch & Spruce Timber. The Second Foothooks of Spruce The Third Foothooks of Spruce The Top Timbers of Spruce The Shifts of the first and second Foothooks are not less than 3 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 The Frame is not squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is not The alternate Frames are not bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are not close together; their thickness not less than not of the entire moulding at that place. The Frame is not chocked with not Butt at each end of the chock. The Main Keelson is Spruce and free from all defects. The False Keelson is Birch & Spruce The Deck Beams consist of Spruce The Hold Beams of none The Knees of Spruce

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Birch From the above named Height to the Light Water Mark Birch From the Light Water Mark to the Wales Birch The Wales and Black-strakes are Birch The Topsides Birch The Sheer-strakes Birch and Plank-sheers Birch The Water-ways Yellow Pine The Decks Yellow Pine State of good The Shifts of the Planking are not less than 45 Feet 5 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 & three between

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

**Fastenings.**—To Hold Beams none

Deck Beams Wood double Runer 5 pair of Iron Hanger Runer Runer  
Number of Breasthooks 4 Wood 2 Iron Pointers 16 Crutches none  
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.  
Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Iron How Made good  
General Quality of Workmanship Fair

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

Builder's Signature

Surveyor's Signature



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> .	Weight.	
2	Fore Sails,		Chain .....	150	1 1/2	2	8.1.14	
2	Fore Top Sails,		Hempen Stream Cable .....	90	7 1/2		9.0.19	
2	Fore Topmast Stay Sails,		Hawser .....	90	4 1/2	1	3.2.1	
1	Main Sails,		Towlines .....					
1	Main Top Sails,		Warp .....	90	3	1		
and <u>other sails</u>			All of .....					
			quality.					

Her Standing and Running Rigging is 4 mch sufficient in size and good in quality.

She has One Long Boat and

The present state of the Windlass is good Capstan good Rudder good Pumps good

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

Listings have been cut & the masts have been drawn out for examination & found good a quantity of through fastenings of Iron bolts as well as additional fastenings in the ceiling has now been put in with two additional Iron breast hooks she has also an one short link chain of 15/16 which appears very good but the sellers here did not send it on & they cannot obtain any duplicate certificate an additional hog Nelson has also been put in to assist the supports of the other which were rather close together

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

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

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

Special .....£ 2 : 2 : -

Certificate (\* required) to be sent : 2 : 6

Committee's Minute 7th Feb 1854

Character assigned A 1



© 2019

Lloyd's Register  
Foundation