

No. 174 Survey held at Littlehampton Date 18 Feb 1844 174
on the Schooner Arundel Master John Boyer
Tonnage 131 4/10 Built at Littlehampton When built Feb 1844
By whom built Step. Oliver Owners Rich^d Lillwall & Co
Port belonging to London Destined Voyage London
If Surveyed Afloat or in Dry Dock On the Slip three times while building

Length aloft.....76^{Feet.}5^{Inches.}10 Extreme Breadth19^{Feet.}1^{Inches.}10 Depth of Hold12^{Feet.}4^{Inches.}10

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	20	10	
Floors..... sided	10	Moulded	7 1/2
1 st Foothooks..... "	9	"	7
2 nd Ditto..... "	7 1/2	"	6
3 rd Ditto..... "	6 1/2	"	4 1/2
Top Timbers..... }	6 1/2	"	4 1/2
Deck Beams..... Number of <u>19</u>	8	"	8
Hold Beams..... No. of <u>4</u>	9	"	8 1/2
Keel..... "	11	"	12
Kelsons..... "	12	"	15

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	2 1/2	Foot Waling.....	2 1/2
Bilge Planks..... One fine	4 1/2	Bilge Planks..... One fine	4
Bilge to Wales.....	2 1/2	Ceiling in Flat	2 1/2
Wales	4	Ditto Bilge to Clamp	2
Topsides	2	Hold Beam Clamps	1
Sheer Strakes	3	Deck Beam Ditto..... One fine	3
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks	2 1/2
Water-ways	5	Hold Beam Shelves	3
Upper Deck	2 1/2	Deck Beam ditto..... L. by	11

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft <u>Copper</u>	1 1/2	Bolts thro' the Bilge and Foot Waling <u>Copper</u>	3/4	Hold Beam..... <u>Iron</u>	2 1/2
Scarpshs of Keel..... N ^o . <u>7 1/2</u>	2 1/2	Butt End Bolts..... <u>Copper</u>	5/8	Deck Beam..... "	2 1/2
Floor Timber Bolts..... "	1	Lower Pintle of the Rudder <u>Iron</u>	2 1/2		
Kelson ditto..... "	1				
Transoms and throats of Hooks..... "	1				
Arms of Hooks..... "	7/8			same in Iron above the Copper..... }	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3/4 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are all free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 3 feet 5 inches N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Good

The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with 2 Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of None

The Scarpshs of the Kelsons are not less than Six feet inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Deck & Lower Plank

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak

The Topsides of English Oak

The Sheer-strakes of English Oak

The Gunwales of English Oak Water-ways of English Oak

The Shifts of the Planking are not less than 5 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought Three between.

Planking Inside.—The Clamps are composed of English Oak the Stringers of English Oak

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Two Midship Beams Double Iron Roofing knees. Foremast & After Single

Deck Beams Shelf Dowels to Beams, Waterways Bolted up & down, & in & out, & Bolts Iron Hanging knees

Number of Breasthooks Three Pointers Iron Two Crutches One

Butts End Bolts are of Copper in the Bottom, and 2 Bolt in each Butt End through and clenched. Yes

Bilge and Footwaling Copper bolted through and clenched. Yes

General Quality of Workmanship Good

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

Builder's Name Stephen D. Oliver

Surveyor's Name Wm. C. Ashby

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
/	Fore Sails, <i>New</i>	210	Chain	1 1/2	2	Bower, <i>8.2-03</i>
/	Fore Top Sails, <i>New</i>	60	"	3/4	/	Stream, <i>7.1-03</i>
/	Fore Topmast Stay Sails, <i>New</i>	90	Hempen Stream Cable.....	3/4	/	Kedge, <i>4.1-0</i>
/	Main Sails, <i>New</i>	80	Hawser	4 1/2	/	All of proper weight. <i>Yes</i>
/	Main <i>Ball</i> Top Sails, <i>New</i>	80	Towlines	3 1/2		
/	Main <i>Ball</i> Top Sails, <i>New</i>	100	Warp	4		
and <i>well supplied with</i>			All of <i>New</i> quality.			
<i>other sails</i>						

Her Standing and Running Rigging is all New sufficient in size and Good in quality.

She has One 16 foot Long Boat and One 14 foot jolly Boat.

The present state of the Windlass is New Capstan New and Rudder New

General Remarks—Statement and Date of Repairs.

The Schooner is Copper fastened to her wales.
The Sticks, knees, Crutch and Pointers, are of Good Lengths
and well Bolted, and Having Surveyed the Vessel Three
times while Building agreeably to instructions.
I am of opinion that she is a faithful Built Vessel,
and in a fit and proper Condition to take dry and
perishable Cargoes to and from all parts of the world

If Sheathed, Doubled, or Felted, None

and Date when last done _____

And I am of opinion this Vessel should be Classed 12 A 1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, J. W. Oakshott

Committee Minute 2nd March 1834

Character assigned A 1 for 12 years



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