

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

Old 147 $\frac{4}{94}$

Length aloft..... $\left| \begin{array}{l} \text{Feet.} \\ 76 \end{array} \right| \left| \begin{array}{l} \text{Inches.} \\ 5 \\ 10 \end{array} \right|$ Extreme Breadth $\left| \begin{array}{l} \text{Feet.} \\ 19 \end{array} \right| \left| \begin{array}{l} \text{Inches.} \\ 5 \\ 10 \end{array} \right|$ Depth of Hold $\left| \begin{array}{l} \text{Feet.} \\ 12 \end{array} \right| \left| \begin{array}{l} \text{Inches.} \\ 4 \\ 10 \end{array} \right|$

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space..... each	20	10		Keel to Bilge	3 $\frac{1}{2}$	Foot Waling.....	2 $\frac{1}{2}$
Floors..... sided	10	Moulded	7 $\frac{1}{2}$	Bilge Planks.....	4 $\frac{1}{2}$	Bilge Planks.....	4
1 st Foothooks..... "	9	"	7	Bilge to Wales.....	2 $\frac{1}{2}$	Ceiling in Flat.....	2 $\frac{1}{2}$
2 nd Ditto..... "	7 $\frac{1}{2}$	"	6	Wales.....	4	Ditto Bilge to Clamp.....	2
3 rd Ditto..... "	6 $\frac{1}{2}$	"	4 $\frac{1}{2}$	Topsides.....	2	Hold Beam Clamps.....	1
Top Timbers..... }	6 $\frac{1}{2}$	"	4 $\frac{1}{2}$	Sheer Strakes.....	3	Deck Beam Ditto.....	3
Deck Beams..... Number of 19..... "	8	"	8	Plank Sheers.....	2 $\frac{1}{2}$	Ceiling 'twixt Decks.....	2
Hold Beams..... No. of 4..... "	9	"	8 $\frac{1}{2}$	Water-ways.....	5	Hold Beam Shelves.....	3
Keel..... "	11	"	12	Upper Deck.....	2 $\frac{1}{2}$	Deck Beam ditto.....	4 by 11
Kelsons..... "	12	"	15				

Size of Bolts in Fastenings.					
Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft.....	1 $\frac{1}{2}$	Bolts thro' the Bilge and Foot Waling.....	3 $\frac{1}{2}$	Hold Beam.....	2 $\frac{1}{2}$
Scarphs of Keel.....	1	Butt End Bolts.....	5 $\frac{1}{8}$	Deck Beam.....	2
Floor Timber Bolts.....	1	Lower Pintle of the Rudder.....	2 $\frac{1}{2}$		
Kelson ditto.....	1				
Transoms and throats of Hooks.....	1				
Arms of Hooks.....	1 $\frac{1}{2}$				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is $\frac{3}{4}$ 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 $\frac{1}{3}$ 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 Scarphs of the Kelsons are not less than Six feet inches. The Deck and Hold Beams are composed of English Oak.

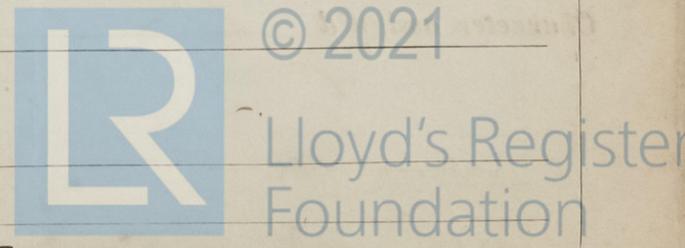
Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Deck & Lower Plank. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of English Oak. The Topsides 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 Do. Deck Beams Shelf Dowels to Beams, Waterways Bolted up & down, in & out, & Below Iron Hanging knees on each side. 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. 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 J. C. Ashboth



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 .	wt
/	Fore Sails, <u>New</u>	210	Chain	1 1/2	2	Bower, 8.2-03
/	Fore Top Sails, <u>New</u>	60	"	3/4	1	Stream, 4.1-0
/	Fore Topmast Stay Sails, <u>New</u>	80	Hawser	4 1/2	1	Kedge, 2.0.0
/	Main Sails, <u>New</u>	80	Towlines	3 1/2		All of proper weight. <u>Yes</u>
/	Main Top Sails, <u>New</u>	100	Warp	4		
and <u>well supplied with other sails</u>			All of <u>New</u> quality.			

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 None and Rudder New

General Remarks—Statement and Date of Repairs.

The Schooner is Copper fastened to her wales. The Blocks, 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. Cahoon

Committee Minute 2nd March 1834

Character assigned A 1 for 12 years

