

No. 375 Survey held at Sunduland Date January 1836
on the Schooner Norval Master George Ainsley
Tonnage 100 ⁴⁶/₇₄ Built at Sunduland When built 1835
By whom built Jon: Chipchase Owners Jon: Chipchase
Port belonging to Sunduland Destined Voyage Coast
If Surveyed Afloat or in Dry Dock during the Building

Length aloft.....	Feet. Inches. <u>61</u> <u>6</u>	Extreme Breadth	Feet. Inches. <u>19</u> <u>7</u>	Depth of Hold	Feet. Inches. <u>10</u> <u>6 1/2</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>6 1/2</u>	Inches. Middle Ends	Outside.	Inches.	Inside.	
Floors.....	sided <u>8 9</u>	Moulded <u>9 1/2</u> <u>7 1/2</u>	Keel to Bilge	<u>2 1/2</u>	Foot Waling.....	<u>2 1/2</u>
1 st Foothooks.....	" <u>7</u>	" <u>6 3/4</u>	Bilge Planks	<u>3 1/2</u>	Bilge Planks	<u>3</u>
2 nd Ditto.....	" <u>6 7</u>	" <u>6</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2</u>
3 rd Ditto.....	" <u>6 7</u>	" <u>5 1/2</u>	Wales	<u>3 1/2</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	" <u>6</u>	" <u>4 1/2</u>	Topsides	<u>2</u>	Hold Beam Clamps	<u>3 1/2</u>
Deck Beams	" <u>7</u>	" <u>7 4 1/2</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>2 1/2</u>
Hold Beams	" <u>7</u>	" <u>7 4 1/2</u>	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2</u>
Keel <u>in 2 Lengths of 8 1/2 & 10 1/2</u>	" <u>9</u>	" <u>8</u>	Water-ways	<u>3</u>	Hold Beam Shelves	—
Kelsons	" <u>10</u>	" <u>20</u>	Upper Deck <u>Yap. Pine</u>	<u>2 1/2</u>	Deck Beam ditto	—
Copper.			Size of Bolts in Fastenings.			
Heel-Knee, and Dead Wood abaft	Inches <u>1</u>	Copper.	Inches.	Iron.	Inches.	
Scarphs of Keel.....N ^o .	<u>3/4</u>	Bolts thro' the Bilge and Foot Waling.....	<u>5/8</u>	Hold Beam.....	<u>3/4</u>	
Floor Timber Bolts.....	<u>7/8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>5/8</u>	
Kelson ditto.....	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/4</u>	same in Iron above the Copper		
Transoms and throats of Hooks	<u>1 7/8</u>					
Arms of Hooks	<u>3/4</u>					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is about 3 Inches. The Space between the Top-timbers is 2 to 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are comply 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 average 3/6 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 indifferently squared from the first Foothook Heads upwards, and usually free from sap, and from thence downwards, the frame is indifferently squared but is well free from Sap (Seasoned Timber)

The alternate Frames are not bolted together. 7 frames bolted up to 2nd Head

The Butts of the Timbers are scarcely close together; their thickness not less than 1/16 to 1/8 of the entire moulding at that place.

The Frame is — chocked with no Butt at each end of the chock.

The Main Kelson is composed of Amer. Oak and the False Kelson of Amer. Oak

The Scarphs of the Kelsons are not less than 9 feet 6 inches.

The Deck and Hold Beams are composed of English Oak fairly squared

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

From the first Foothook Heads to the Light Water Mark of elm

From the Light Water Mark to the Wales of English & American Oak (principally the latter)

The Wales and Black-strakes are of English & American Oak

The Topsides of English Oak

The Sheer-strakes of English Oak

The Gunwales of American Oak Water-ways of American Oak

The Shifts of the Planking are not less than 3.8 to 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 generally 2 between.

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

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

Fastenings.—To Hold Beams Double Wood Ledge Knees

Deck Beams Double Wood Ledge Knees

Number of Breasthooks Four Pointers — Crutches — Hammer Knees

Butts End Bolts are of iron in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Fair throughout

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

Builder's Name _____
Surveyor's Name John Brantley

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

*Lower Masts Masts put on Stout Masts
all Red Pine*

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .		Cut	Cut	Cut
2	Fore Sails,	160	Chain	1/8	3	Bower,	6 1/4	5 1/2	5
2	Fore Top Sails,		Hempen Stream Cable			Stream,			
2	Fore Topmast Stay Sails,	60	Hawser	1 1/2	1	Kedge,	1 1/4		
2	Main Sails,	75	Towlines	6		All of proper weight.			
1	Main Top Sails,	70	Warp	4 3/4					
	and <i>is well found in the Sails.</i>		All of <u>good</u> quality.						

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

She has One Long Boat and built of Larch Sea furniture

The present state of the Windlass is good Capstan and Rudder with 4 Brass Jords.

John M. Denton

General Remarks—Statement and Date of Repairs.

*Frame of Ship is generally healthy. Well Seasoned Lap 10 1/2; fairly brought and
shifted; 10 of the 3 Footboards are not stepped solid down and run thin at
the Points. Knees all very good Arms. The quality of planking is good.
Generally well wrought & clear of Sap. Principal part of the Foreign Oak is cut
during the Building of the Ship. Part of the Knees in Bottom of Elm.*

*Elm Planks outside
to daylight on bottom
10 3/4 Footboards not
stepped down solid*

Frame rails part of

Elm. & 10 bolts thru

the Butts & elevated

inside. - See general

appearance & described

as favorable. Other

workmanship "fair"

But for the first

three or four years

ago she would have

been suitable according

to the Rule to 8th -

Have the Surveyors any special

reason for declassing two years?

His Vessel commenced Building in Sept. - Launched December 1835

and was duly surveyed during the Building

Her general appearance is favourable

If Sheathed, Doubled, or Felted,

and Date when last done

And mean of opinion this Vessel should be Classed B. A. 1.

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

*John Branton
John M. Denton*

Committee Minute 9 February 1836

Character assigned A 1 for 6 years

John M. Denton