

No. 3234 Survey held at Plymouth Date Feb. 22<sup>nd</sup> 1862  
on the Wm. Prince Alfred Master Robert North  
Tonnage Old 385 Built at Plymouth When built 1851 Launched July 1852  
By whom built Wm. North Owners J. S. Rennie  
Port belonging to Plymouth Destined Voyage Port of Montreal 2034  
If Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Length aloft			Extreme Breadth Outside			Depth of Hold		
135			23			13		
Feet.			Inches.			Feet.		
IN SHIP.			REQUIRED PER RULE.			Thickness of Plank.		
Scautlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			Garboard Strakes ..			Limber Strakes ....		
Floors <u>Double</u>	10 11	10	8 1/2	8 1/2	8 1/2	Bilge Planks .....	3 3/4	3 1/4
1 <sup>st</sup> Foothooks .....	9 1/2	9	8 1/2	8 1/2	8 1/2	Ceiling in Flat ....	3 3/4	3 1/4
2 <sup>nd</sup> Ditto .....	8 1/2	8	7 1/2	7 1/2	7 1/2	Ditto Bilge to Clamp	3	2 1/2
3 <sup>rd</sup> Ditto .....	7 1/2	7	7	7	7	Hold Beam Clamps ..	3	3 1/2
Top Timbers .....	7 1/2	7	7	7	7	Deck Beam Ditto ..	3	2 3/4
Deck } N <sup>o</sup> 16 Average Space	3 feet 11 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Ceiling 'twixt Decks	2 1/2	3 1/4
Beams } N <sup>o</sup> 7 Average Space	8 feet 10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	Hold Beam Shelves ..	2 1/2	3 1/4
Deck Beams, length amidships	22	11	11	11	11	Deck Beam Ditto ..	2 1/2	3 1/4
Hold } N <sup>o</sup> 7 Average Space	8 feet 10 1/2	10 1/2	10 1/2	10 1/2	10 1/2			
Beams } N <sup>o</sup> 7 Average Space	8 feet 10 1/2	10 1/2	10 1/2	10 1/2	10 1/2			
Hold Beams, length amidships	22	11	11	11	11			
Keel .....	12 1/2	15	11 1/4	11 1/4	11 1/4			
Scarp of Ditto .....	7 1/2	15	11 1/4	11 1/4	11 1/4			
Keelsons .....	13	15	12 1/4	12 1/4	12 1/4			
Scarp of Ditto .....	7 1/2	15	12 1/4	12 1/4	12 1/4			

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

Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks ..			Hold Beam Bolts in		
Scarp of Keel .....			Arms of Hooks .....			Knees .....		
Keelson Bolts through Keel at each Floor .....			Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors			Shelf or Clamp		
Bolts through Heels of Timbers against Deadwood .....			Butt End Bolts .....			Waterway ..		
			Pintles of the Rudder .....			Knees .....		
						Shelf or Clamp		
						Nails or Bolts in Flat of Deck		
						Treenails .....		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 1/4 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of British Oak. The First Foothooks of British Oak.

The Second Foothooks of British Oak. The Third Foothooks and Top Timbers of British Oak.

The Shifts of the First and Second Foothooks are not less than 3 feet 6. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same.

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

frame is good.

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

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 a Butt at each end of the chock. The Main piece of Rudder is British Oak.

The Main Keelson is Greenheart and is free from all defects. The Main piece of Windlass is Greenheart.

The Stem, and Stern Post, consist of British Oak. The Transoms, Aprons, Knight Heads, and

Hawse Timbers of British Oak. Deadwood of British Oak and are well free from all defects.

The Deck and Hold Beams consist of British Oak. The Breasthooks of Iron. The Knees of Iron.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is British Oak.

From the above named Height to the Light Water Mark British Oak.

From the Light Water Mark to the Wales British Oak.

The Wales and Black-strakes are Pitch pine. The Topsides Pitch pine.

The Sheer-strakes and Plank-sheers Do. The Water-ways { Upper Deck Pitch pine

The Decks Yellow pine. Lower Deck Do.

The Shifts of the Planking are not less than Six Feet — Inches. State of Wales good.

or partial, and if partial, in what part of the Ship. The Planking is wrought Three between, and without step-butting

**Planking Inside.**—The Limber-strakes and Bilge-strakes are British Oak.

The Ceiling, Lower Hold, and between Decks Pitch pine. Shelf Pieces and Clamps British Oak.

**Fastenings.**—To Hold Beams Iron. To Hold Beams Iron.

Deck Beams Iron. To Hold Beams Iron.

Number of Breasthooks Three. Pointers Iron. Crutches Iron.

Butts End Bolts are of Yellow metal the Bottom, and Iron Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 1 1/4 bolted through and clenched. Treenails of British Oak and Iron How Made Iron.

Thickstuff over Double Floors 1 1/4 bolted through and clenched. General Quality of Workmanship Good.

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature William Dutton Junr Surveyor's Signature Wm. Dutton



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>.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and all new.

Chain

Hempen Stream Cable

Hawser

Towlines

Warp

All of good quality.

Fathoms.

Inches.

Bower,

Stream,

Kedge,

N<sup>o</sup>.

Weight.

15-3-11

17-1-21

18-1-1

1

2

3-2-11

1-2-11

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has One Long Boat and two others.

The present state of the Windlass is Good Capstan new Rudder good Pumps 2 good.

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys  
held while building,  
as per Section 35.

1st. When the Frame is completed

Sept<sup>r</sup> 15<sup>th</sup> 1861,

2nd. When the Beams are put in, &c.

Oct<sup>r</sup> 28<sup>th</sup> 1861,

3rd. { When completed, and before the  
plank be painted or payed }

Jan<sup>y</sup> 25<sup>th</sup> 1862,

This Vessel is well built of good sound material for the nine years grade, she has a round stern and raised quarter deck, built in accordance with rule Sect 38. The garboard strokes are horizontally bolted through the keel & each other & clenched, 15 pair of diagonal plates fitted & bolted inside the frame timbers 4 in wide by 1 1/2 in, the whole in accordance with rule Sect 39. A pair of sister beams fitted over the short floor heads, of greenheart, 8 in by 11 1/2, through bolted & clenched in accordance with the same rule & sect. The bilge & thick strokes over the short floor head checks are through bolted & clenched in accordance with rule Sect 39. The belt fastenings outside from keel to the 12 feet mark consists of yellow metal, ending the middle line fastenings. The Vessel is well fitted with all necessaries for her destination.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Green metal, as fitted When last done 1862,

I am of opinion this Vessel should be Classed G. A. 1.

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

Special .....£ 12 : 10 : -

Certificate .....£ - : - : -

Committee's Minute 28<sup>th</sup> February 1862

Character assigned A 1 for 9 years



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