

No. 2755 Survey held at Gloucester Date 16<sup>th</sup> November 1864  
on the Barge Alice Master James  
Tonnage Old New 337 16 Built at Gloucester When built 1864 Launched 20<sup>th</sup> Oct  
By whom built Miller & Son Owners Thomas Baynon  
Port belonging to Newport Destined Voyage Gloucester to South America  
Is surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	119	Feet.	1	Inches.	Extreme Breadth Outside	26	Feet.	3	Inches.	Depth of Hold	16	Feet.	6	Inches.
Scantlings of Timber.														
TIMBER AND SPACE	24 1/4	Sided.	IN SHIP.	Moulded.	REQUIRED PER RULE.	Sided.	Moulded.	Thickness of Plank.						
Floors	11 11 1/2							INCHES.						
1st Foothooks	9 1/2 9 1/2							In Ship. Required per Rule.						
2nd Ditto	8 1/2 9							In Ship. Required per Rule.						
3rd Ditto	7 1/2 8 1/2 5 1/2							In Ship. Required per Rule.						
Top Timbers								In Ship. Required per Rule.						
Deck Beams	No 23 Average Space 4 feet 8 1/4 8 3/4 7							In Ship. Required per Rule.						
Deck Beams, length amidships	24 1/4 7							In Ship. Required per Rule.						
Hold Beams	No 14 Average Space 4 feet 11 1/4 11 3/4 9 1/2 11 1/4 11 1/4 9 1/2							In Ship. Required per Rule.						
Hold Beams, length amidships	24 1/4 7							In Ship. Required per Rule.						
Keel	12 17							In Ship. Required per Rule.						
Scarphs of Ditto	5 1/2 16							In Ship. Required per Rule.						
Keelsons	13 1/2 16							In Ship. Required per Rule.						
Scarphs of Ditto	6 1/2							In Ship. Required per Rule.						
Outside.														
Garboard Strakes	3 1/2							In Ship. Required per Rule.						
Garboard to Bilge	3 1/2							In Ship. Required per Rule.						
Bilge Planks	4							In Ship. Required per Rule.						
Bilge to Wales	3 1/2							In Ship. Required per Rule.						
Wales	4 3/4							In Ship. Required per Rule.						
Topsides	3 3/4							In Ship. Required per Rule.						
Sheer Strakes	3 3/4							In Ship. Required per Rule.						
Plank Sheers	3 1/2							In Ship. Required per Rule.						
Water Upper Deck	10 x 11							In Ship. Required per Rule.						
Ways Lower Deck								In Ship. Required per Rule.						
Ditto, faying surface against Timbers	6 1/2							In Ship. Required per Rule.						
Upper Deck	23							In Ship. Required per Rule.						
Inside.														
Limber Strakes	4							In Ship. Required per Rule.						
Bilge Planks	5							In Ship. Required per Rule.						
Ceiling in Flat	2 3/4							In Ship. Required per Rule.						
Ditto Bilge to Clamp	3							In Ship. Required per Rule.						
Hold Beam Clamps	2 1/2 4							In Ship. Required per Rule.						
Deck Beam Ditto	11 x 4 6 3							In Ship. Required per Rule.						
Ceiling 'twixt Decks	2 1/4							In Ship. Required per Rule.						
Hold Beam Shelves								In Ship. Required per Rule.						
Deck Beam Ditto								In Ship. Required per Rule.						

<b>Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.</b>													
<b>Heel-Knee, &amp; Deadw'd abaft</b>													
<b>Scarphs of Keel, N° 7</b>													
<b>Keelson Bolts through Keel at each Floor</b>													
<b>Bolts thro' Heels of Timbers against Deadwood</b>													
<b>Transoms and throats of Hooks</b>													
<b>Arms of Hooks</b>													
<b>Thro' Bilge &amp; Limber Strakes</b>													
<b>Thickstuff over Double Floors</b>													
<b>Butt End Bolts</b>													
<b>Pintles of the Rudder</b>													
<b>Hold Beam</b>													
<b>Bolts in</b>													
<b>Deck Beam</b>													
<b>Bolts in</b>													
<b>Nails or Bolts in Flat of Deck</b>													
<b>Treenails</b>													

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 34 Inches. The Space between the Top-Timbers is 36 Inches.  
The Floors consist of Eng Oak The First Foothooks of Eng Oak  
The Second Foothooks of Eng Oak The Third Foothooks and Top Timbers of Eng Oak  
The Shifts of the First and Second Foothooks are not less than 3 ft 10 in N. B. When less than prescribed by the Rule, 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 generally free from sap, and from thence downwards, the frame is well squared

The all 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 Eng Oak of Windlass is Eng Oak  
The Keel is Eng Oak & Greenheart The Main Keelson is Eng Oak & Greenheart and free from all defects.  
The Stem, and Stern Post of Eng Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng Oak Deadwood, of Eng Oak and are free from all defects.  
The Deck and Hold Beams of Eng 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 Red Pine  
or to the First Foothook Heads }  
From the above named Height to the Light Water Mark Red Pine  
From the Light Water Mark to the Wales Eng Oak  
The Wales and Black-strakes are Eng Oak The Topsides & Sheer-strakes Eng Oak  
The Spirketting and Plank-sheers Eng Oak The Water-ways { Upper Deck Eng Oak  
Lower Deck Eng Oak

The Decks Yellow Pine State of good  
The Shifts of the Planking are not less than 5 Feet 3 in 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 not less than between, and without step-butting.  
**Planking Inside.**—The Limber-strakes and Bilge-strakes are Eng Oak & Greenheart  
The Ceiling, Lower Hold, and between Decks Eng Oak Shelf Pieces and Clamps Eng Oak  
**Fastenings.**—To Hold Beams lodging knees in each space and one pair of Hanging knees  
riders to each beam

Deck Beams lodging knees in each space and Hanging knees to each beam, including 5 pairs of Standards  
Number of Breasthooks Five Pointers — Crutches Two  
Butt End Bolts are of Y. Metal in the Bottom: two Bolts in each Butt End one through and clenched.  
Bilge and Limber Strakes Y. Metal bolted through and clenched. Treenails of Eng Oak How Made Turned  
Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Substantiated

We certify that the above is a correct description of the several particulars therein given  
Builder's Signature Miller & Son Surveyor's Signature Thomas Baynon  
BR560-313



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.
<i>mc</i> <i>sent</i>	Fore Sails,	Chain <i>Tested to 25<sup>th</sup></i>	210 1 3/4	Bower, <i>Test to 16<sup>th</sup></i>	3 13.2.4 <i>Rodgers</i>
	Fore Top Sails,	Hempen Stream Cable	90 3		12.0.0 <i>Rodgers</i>
	Fore Topmast Stay Sails,	Hawser	90 5	Stream,	1 5.1.21
	Main Sails,	Towlines	90 4	Kedge,	2 2.1.21
	Main Top Sails,	Warp			1.1.10
and <i>spare sails</i>		All of <i>good</i> quality.			

Her Standing and Running Rigging *Hand* sufficient in size and *good* in quality.

She has *one* Long Boat and *two other good Boats*

The present state of the Windlass *is* *Which* *Capstan* *and* Rudder *good* Pumps *two best Metal*

### 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
- 2nd. When the Beams are put in, &c.
- 3rd. { When completed, and before the  
plank be painted or payed }

*} Specially Surveyed*

*This vessel has been built under Special Survey. The scantlings and sizes throughout are equal to the Rules. W. of Hanging Knees much in excess. Yellow Metalled over felt to about wales*

*Testing certificates produced for Rodgers Anchors from Public Machine, Sunderland, and signed by Mr Thompson, and for the Porters Anchor from Staffordshire Machine, and signed by Mr Logan. The test for Chains also signed by Mr Logan.*

*The "Alice" is a substantial little vessel, in which the Rules, Sect 46 have been complied with to the entire exclusion of bon., and I am of opinion she may be classed B A 1*

Present condition of Caulking of Bottom, *good* Deck, *good* and Waterways *good*

If Sheathed, Doubled, Felted, or Coppered *Yellow Metalled over felt* When last done *November 1864*

I am of opinion this Vessel should be Classed *B A 1*

The Amount of the Fee.....£ *4* : : is received by me,

Special .....£ *16* : *11* :

X Certificate .....£ : :

*Travelling expenses 8/8<sup>0</sup>*

Committee's Minute *18<sup>th</sup> 8 November 1864*

Character assigned *B 1 for 10 Years*

*C.P.*



© 2019

Lloyd's Register  
Foundation

*Miller & Son, Ship Builders, Gloucester.*