

No. 243 Survey held at Grunock. Date 23^d February 1834.
 on the Barque Alfred. Master Thomas Jamieson.
 Tonnage 295 Gross Tons Built at Grunock When built February 1830.
 By whom built Mure & Clark. Owners Andrew & Peter Rintoul.
 Port belonging to Glasgow Destined Voyage Chyde to Batavia & Singapore
 If Surveyed Afloat or in Dry Dock Surveyed frequently while Building.

Length aloft.....94^{Feet.}5^{Inches.} Extreme Breadth25^{Feet.}2^{Inches.} Depth of Hold16^{Feet.}-^{Inches.}

Scantlings of Timber.

	Inches.	Inches Middle.	Inches Ends.
Timber and Space..... each	12		
Floors..... sided	11	Moulded	13 10
1 st Foothooks..... "	10	"	11 9 1/2
2 nd Ditto..... "	9	"	9 1/2 8 1/2
3 rd Ditto..... "	9	"	8 1/2 7 1/2
Top Timbers..... "	8	"	4 1/5
Deck Beams..... "	10 1/2	"	9 1/2 6 1/2
Hold Beams..... "	12	"	11 8 1/2
Keel..... "	13	"	16
Kelsons..... "	15	"	16

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	3 1/2
Bilge Planks.....	4 1/2	Bilge Planks.....	4 1/2
Bilge to Wales.....	3	Ceiling in Flat.....	3
Wales.....	4 1/2	Ditto Bilge to Clamp.....	3
Topsides.....	3	Hold Beam Clamps.....	1 1/2
Sheer Strakes.....	4	Deck Beam Ditto.....	3 1/2
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks.....	3
Water-ways.....	6	Hold Beam Shelves.....	5 1/2
Upper Deck.....	3	Deck Beam ditto.....	4 1/2

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is four Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British and African oak and are — free from all defects.

Her Floors and first Foothooks are composed of British oak Timber.

Her other Foothooks and Top Timbers of British oak.

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

The rest of the Shifts of the Frame are about seven feet.

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

The alternate Frames are — bolted together. in square body, and every frame, in cant bodies.

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

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

The Main Kelson is composed of African oak and the False Kelson — none

The Scarpns of the Kelsons are not less than 6 feet — inches.

The Deck and Hold Beams are composed of Greenheart, and British and African oak.

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 British and African oak, and Greenheart.

From the Light Water Mark to the Wales of British and African oak, and Greenheart.

The Wales and Black-strakes are of British and African oak, and Greenheart.

The Topsides of Pitch Pine.

The Sheer-strakes of British and African oak, Greenheart.

The Gunwales of African oak Water-ways of Pitch Pine.

The Shifts of the Planking are not less than five feet. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. and then strakes wrought between

Planking Inside.—The Clamps are composed of Greenheart & African oak the Stringers of Greenheart.

The Bilge Planks of Greenheart, Brit & Afric oak and the remainder of the Ceiling of Greenheart, British & Afric oak.

Fastenings.—To Hold Beams Iron lodging knees, on chocks, Brit oak knees, & stringers above & below the beams.

Deck Beams Double lodging knees of British oak, and Stringer.

Number of Breasthooks Five Pointers Six Crutches none

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship very good.

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

Builder's Name

Surveyor's Name

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	180	Chain	14	3
1	Fore Top Sails,	80	Hempen Stream Cable.....	8	1
2	Fore Topmast Stay Sails,	40	Hawser	6	2
1	Main Sails,	40	Towlines	5	
2	Main Top Sails,	60	Warp <u>Stream Chain</u>	3	
and <u>well found in other sails</u>			All of <u>good</u> quality.		All of proper weight.

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

She has a Long Boat and a Pinnace & a Sloop Boat.

The present state of the Windlass is good, double winch good and Rudder good in all its parts.

General Remarks—Statement and Date of Repairs.

This ship has been surveyed, at the three different stages of progress, and frequently at other periods, while building, one of the Butts of the timbers, viz. a second and third futtock, on the Starboard fore body, is not quite close, and is filled up, with the chock, and a few of the butts of the timbers, are less than one third of the moulding, when battened, altho' all well choaked, and the choicks battened on the timbers; she is completely Bidge, and foot wall battened, and a bolt thru keelson, and each floor and clinched on main keel, she is also well fastened forward and aft, having four pointers aft, and two forward.

If Sheathed, Doubled, or Felted, Sheathed with pine, from Wales to light water mark. Hooped on paper
and Date when last done January 1836.

And Am of opinion this Vessel should be Classed "12 A":—

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

John P. Sumner

Committee Minute 11 March 1836

Character assigned A 1 for 11 Years
SR



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