

No. 56 Survey held at Cowes Date 19<sup>th</sup> December 1838 56  
 on the New Schooner "King Alfred" Master Michael Knell  
 Tonnage 159 Built at Cowes When built 1838  
 By whom built Thomas White Owners J. Knell & Co  
 Port belonging to London Destined Voyage St. Michaels  
 If Surveyed Afloat or in Dry Dock \_\_\_\_\_

Length aloft. 82<sup>Feet</sup> 3<sup>Inches</sup> Keel 79<sup>Feet</sup> 9<sup>Inches</sup> Extreme Breadth 25<sup>Feet</sup> 13<sup>Inches</sup> Depth of Hold 12<sup>Feet</sup> 4<sup>Inches</sup>

**Scantlings of Timber.**

**Thickness of Plank.**

	Inches.	Inches Middle	Inches Ends	Outside.	Inches.	Inside.	Inches.
Timber and Space..... each	10			Keel to Bilge .....	2 1/2	Foot Waling .....	2 1/2
Floors..... sided	8	Moulded		Bilge Planks .....	3 1/2	Bilge Planks .....	2 1/2
1 <sup>st</sup> Foothooks..... "	7	"		Bilge to Wales .....	2 1/2	Ceiling in Flat .....	2
2 <sup>nd</sup> Ditto..... "	6 1/2	"		Wales .....	4	Ditto Bilge to Clamp .....	2
3 <sup>rd</sup> Ditto..... "	6	"		Topsides .....	2 1/2	Hold Beam Clamps .....	—
Top Timbers .....	6	"		Sheer Strakes .....	3	Deck Beam Ditto.....	2 1/2
Deck Beams..... Number of <u>17</u> ..... "	7	7		Plank Sheers.....	2 1/2	Ceiling 'twixt Decks .....	2
Hold Beams..... Do. do..... "	8	"		Water-ways .....	4	Hold Beam Shelves .....	—
Keel .....	10	"		Upper Deck .....	3	Deck Beam ditto .....	5 x 10
Kelsons .....	10 x 12						

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft .....	1	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	1 7/8
Scarphs of Keel..... N <sup>o</sup> . <u>2</u>	2	Butt End Bolts .....	5/8	Deck Beam .....	1 7/8
Floor Timber Bolts.....	7/8	Lower Pintle of the Rudder .....	2 1/2	same in Iron above the Copper .....	
Kelson ditto.....	7/8				
Transoms and throats of Hooks .....	1				
Arms of Hooks .....	7/8				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 Inches. The Space between the Top-timbers is 8 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are good free from all defects. Yes

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of Ditto Ditto

Her Shifts of the first and second Foothooks are not less than 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 3.4

The Frame is well squared from the first Foothook Heads upwards, and good free from sap, and from thence downwards, the frame is the same

The alternate Frames are the same bolted together. Yes

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

The Frame is Cross chocked with 3 Bak 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 5 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 American Elm

From the first Foothook Heads to the Light Water Mark of English oak

From the Light Water Mark to the Wales of Ditto Ditto

The Wales and Black-strakes are of Ditto Ditto

The Topsides of Ditto Ditto

The Sheer-strakes of English oak Decks, and state of, New

The Gunwales of Ditto Ditto Water-ways of English Oak

The Shifts of the Planking are not less than 57 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.

**Planking Inside.**—The Clamps are composed of English Oak The Planking is wrought three between. the Stringers of English Oak

The Bilge Planks of English oak and the remainder of the Ceiling of Ditto Ditto

**Fastenings.**—To Hold Beams 2 lodging Oak knees to each end of every beam

Deck Beams Dowelled in one iron hanging knee to each end of every beam

Number of Breasthooks five Pointers 2 iron Crutches one English Oak

Butts End Bolts are of 5/8 Copper in the Bottom, and Copper Bolt in each Butt End through and clenched. Yes

Bilge and Footwaling 7/8 3/4 bolted through and clenched. Yes

General Quality of Workmanship Very best

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

Builder's Name Thomas White & Co

Surveyor's Name Geo. Spain

Lloyd's Register Foundation

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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
1	Fore Sails,	180	Chain .....	19 <sup>15</sup> / <sub>16</sub>	2
1	Fore Top Sails,	75	<del>Warp</del> Stream Cable.....	5/8	1
1	Fore <del>Top</del> Stay Sails,	75	Hawser .....	6	1
1	Main Sails, <u>1 by sail</u>	120	Towlines .....	3	
1	<del>Main</del> <sup>Sail</sup> Top Sails,	75	Warp .....	3 3/4	
	and a sufficient number of small sails all new		All of <u>New</u> quality.		

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

She has One Long Boat and One yawl

The present state of the Windlass is New ~~Capstan~~ Whishes and Rudder New

**General Remarks—Statement and Date of Repairs.**

Single Sheet  
 Charles Graham Esqr.  
 Register Office of Shipping  
 2 White Lion Court  
 Cornhill  
 London

If Sheathed, Doubled, or Felted, Paper'd & Copper'd  
and Date when last done 19<sup>th</sup> December 1838

And I am of opinion this Vessel should be Classed A

The Amount of the Fee.....£ 2 : 2 : 4 is received by me, Geo. Spain

Committee Minute 29 Day 1838  
1<sup>st</sup> Jan 1830  
Character assigned 12 Years

Deposited  
N. B. to the

