

No. 56 Survey held at Cowes Date 19th December 1838 56
on the New Schooner "King Alfred" Master Michael Knell
Tonnage 159 Built at Cowes When built 1838 *plate dated 20/12/38*
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 ^{Feet} 3 ^{Inches} Keel 79 ^{Feet} 9 ^{Inches} Extreme Breadth 25 ^{Feet} 13 ^{Inches} Depth of Hold 12 ^{Feet} 4 ^{Inches}

Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	10		
Floors..... sided	8	Moulded	
1 st Foothooks..... "	7	"	
2 nd Ditto..... "	6 $\frac{1}{2}$	"	
3 rd Ditto..... "	6	"	
Top Timbers..... "	6	"	
Deck Beams..... Number of <u>17</u> "	7	7	
Hold Beams..... Do. do. "	8	"	
Keel..... "	10	"	
Kelsons..... "	10	12	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 $\frac{1}{2}$	Foot Waling.....	2 $\frac{1}{2}$
Bilge Planks.....	3 $\frac{1}{2}$	Bilge Planks.....	2 $\frac{1}{2}$
Bilge to Wales.....	2 $\frac{1}{2}$	Ceiling in Flat.....	2
Wales.....	4	Ditto Bilge to Clamp.....	2
Topsides.....	2 $\frac{1}{2}$	Hold Beam Clamps.....	—
Sheer Strakes.....	3	Deck Beam Ditto.....	2 $\frac{1}{2}$
Plank Sheers.....	2 $\frac{1}{2}$	Ceiling 'twixt Decks.....	2
Water-ways.....	4	Hold Beam Shelves.....	—
Upper Deck.....	3	Deck Beam ditto.....	5 \times 10

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.....	—
Scarphs of Keel..... N ^o . <u>2</u>	2	Butt End Bolts.....	5/8	Deck Beam.....	19 7/8
Floor Timber Bolts.....	7/8	Lower Pintle of the Rudder.....	2 $\frac{1}{2}$		
Kelson ditto.....	7/8				
Transoms and throats of Hooks.....	1			same in Iron above the Copper.....	}
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 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 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.

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 _____

Surveyor's Name _____

Thos White & Co Lloyd's Register
Geo. Spain Foundation

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

She has SAILS.

CABLES, &c.

ANCHORS.

No.		Fathoms.		Inches.	No.	
1	Fore Sails,	180	Chain	19 ¹⁵ / ₁₆	2	Bower,
1	Fore Top Sails,	75	Hamper Stream Cable.....	5/8	1	Stream,
1	Fore Topmast Stay Sails,	73	Hawser	6	1	Kedge,
1	Main Sails, <i>1 big sail</i>	120	Towlines	3		All of proper weight. <i>Yes</i>
1	Main ^{Gaff} Top Sails,	75	Warp	33/4		
and	<i>a sufficient number of</i>		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

Rendall & Young's Patent
The present state of the Windlass is New ~~Capstan~~ Winches 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 19th December 1838

And 2am of opinion this Vessel should be Classed A

2278 The Amount of the Fee.....£ 2 : 2 : 4 is received by me, Geo. Spain

Committee Minute 29 Dec^r 1838

Character assigned 1st Jan^y 1839
12 Years

Deposited
L. H. L. L.
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Lloyd's Register
Foundation