

No. 1823 Survey held at Dartmouth Date June 13<sup>th</sup> 1860  
on the Prince Alfred a Supplement to Report Master  
Old Tonnage Built at When built Launched 1823  
New By whom built Owners

Port belonging to Destined Voyage  
Surveyed while Building, Afloat, or in Dry Dock Claped 12 Days

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
Scantlings of Timber.		IN SHIP.		REQUIRED PER RULE.		Thickness of Plank.		IN SHIP.		REQUIRED PER RULE.	
		Sided.	Moulded.	Sided.	Moulded.	Outside.	Inside.	In Ship.	Required per Rule.	In Ship.	Required per Rule.
TIMBER AND SPACE						Garboard Strakes ..	Limber Strakes ....				
Floors						Garboard to Bilge ..	Bilge Planks .....				
1 <sup>st</sup> Foothooks						Bilge Planks .....	Ceiling in Flat ....				
2 <sup>nd</sup> Ditto						Bilge to Wales ....	Ditto Bilge to Clamp				
3 <sup>rd</sup> Ditto						Wales .....	Hold Beam Clamps..				
Top Timbers						Topsides .....	Deck Beam Ditto ..				
Deck } N <sup>o</sup> Average } Beams } Space }						Sheer Strakes .....	Ceiling 'twixt Decks				
Deck Beams, length amidships						Plank Sheers .....	Hold Beam Shelves ..				
Hold } N <sup>o</sup> Average } Beams } Space }						Water- } Upper Deck	Deck Beam Ditto ..				
Hold Beams, length amidships						Ways } Lower Deck					
Keel						Ditto, faying surface					
Scarphs of Ditto						against Timbers ..					
Keelsons						Upper Deck .....					
Scarphs of Ditto											

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

	<div>Copper or Iron. Inches in Ship.</div>	<div>Inches required per Rule</div>		<div>Copper or Iron. Inches in Ship.</div>	<div>Inches required per Rule</div>		<div>Copper or Iron. Inches in Ship.</div>	<div>Inches required per Rule</div>	
Heel-Knee, and Deadwood abaft Scarphs of Keel.....N°. ———			Transoms and throats of Hooks ..			Hold Beam Bolts in {	Waterway ..		
Keelson Bolts through Keel at { each Floor .....			Arms of Hooks .....			Knees .....	Shelf or Clamp		
Bolts through Heels of Timbers { against Deadwood .....			Bolts thro' Bilge & Limber Strakes, } or Thickstuff over Double Floors }			Deck Beam Bolts in {	Waterway ..		
			Butt End Bolts .....			Knees .....	Shelf or Clamp		
			Pintles of the Rudder .....			Nails or Bolts in Flat of Deck ....			
						Treenails .....Inches ———			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is \_\_\_\_\_ Inches. The Space between the Top-Timbers is \_\_\_\_\_ Inches.

The Floors consist of \_\_\_\_\_ The First Foothooks of \_\_\_\_\_

The Second Foothooks of \_\_\_\_\_ The Third Foothooks and Top Timbers of \_\_\_\_\_

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

The rest of the Shifts of the Frame are \_\_\_\_\_

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

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

The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.

The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock. The Main piece of Rudder is \_\_\_\_\_

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

The Stem, and Stern Post, consist of \_\_\_\_\_ The Transoms, Aprons, Knight Heads, and

Hawse Timbers of \_\_\_\_\_ Deadwood, of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects.

The Deck and Hold Beams consist of \_\_\_\_\_ The Breasthooks of \_\_\_\_\_ The Knees of \_\_\_\_\_

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is \_\_\_\_\_  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark \_\_\_\_\_

From the Light Water Mark to the Wales \_\_\_\_\_

The Wales and Black-strakes are \_\_\_\_\_ The Topsides \_\_\_\_\_

The Sheer-strakes and Plank-sheers \_\_\_\_\_ The Water-ways { Upper Deck \_\_\_\_\_  
Lower Deck \_\_\_\_\_

The Decks \_\_\_\_\_ State of \_\_\_\_\_

The Shifts of the Planking are not less than \_\_\_\_\_ Feet \_\_\_\_\_ Inches. 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 \_\_\_\_\_ between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are \_\_\_\_\_

The Ceiling, Lower Hold, and between Decks \_\_\_\_\_ Shelf Pieces and Clamps \_\_\_\_\_

Fastenings.—To Hold Beams \_\_\_\_\_

\_\_\_\_\_

Deck Beams \_\_\_\_\_

\_\_\_\_\_

Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

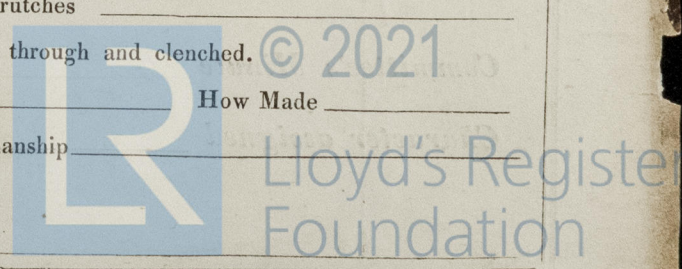
Butts End Bolts are of \_\_\_\_\_ in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.

Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of \_\_\_\_\_ How Made \_\_\_\_\_

Thickstuff over Double Floors \_\_\_\_\_ bolted through and clenched. General Quality of Workmanship \_\_\_\_\_

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

Builder's Signature \_\_\_\_\_ Surveyor's Signature \_\_\_\_\_





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.
2	Fore Sails,	2 Chains <sup>Certificate</sup> <del>each 10-0-0</del> <sup>each 10-0-0</sup> <del>each 10-0-0</del> <sup>each 10-0-0</sup>	135	1 1/2	Bowery	1 29-0-18
2	Fore Top Sails,	Hempen Stream Cable	60	1 1/2		1 30-0-7
2	Fore Topmast Stay Sails,	Hawser	80	9 1/2	Stream,	1 22-0-0
2	Main Sails,	Towlines	90	7-		1 5-0-0
2	Main Top Sails,	Warp	90	4 1/2	Kedge,	1 2-2-0
and 25 other Sails, &c.			All of good quality.			

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

She has one Long Boat and one jolly and one gig-boats

The present state of the Windlass is patent Capstans good Rudder patent Pumps good of iron

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 } \_\_\_\_\_

*Wm Kelly Builder*

*J. W. M. S. S.*



*Wm Kelly*

*"Prince Alfred."*

*Extract from Mr. Munnan's letter, dated  
Dartmouth, June 14<sup>th</sup> - 1860*

*I beg to state that since forwarding by yesterday's post  
a supplement to my report of the Ship "Prince Alfred" that  
Mr. Kelly the Owner of the Ship has complied with  
my recommendation of another anchor for this Vessel  
and that I have seen an additional Anchor on board  
as at foot.*

*June 14<sup>th</sup> Shipped on board the "Prince Alfred" an  
additional Anchor of 11 Cwt. 2 qrs. 5 lbs.*

Present condition of Caulking of Bottom, \_\_\_\_\_ Deck, \_\_\_\_\_ and Waterways \_\_\_\_\_

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed \_\_\_\_\_

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

*Attendance* Special .....£ 1 : 1 : 0

Certificate ....£ : :

Committee's Minute 15<sup>th</sup> June 1860

Character assigned 12A



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LRF-PUN-DRT96-156R



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.
2	Fore Sails,	2 Chains <i>Certificate</i>	135	each	1 1/8	Bowery	1 29-0-18
2	Fore Top Sails,	<i>each 14-10-10</i>					1 30-0-7
2	Fore Topmast Stay Sails,	Hempen Stream Cable	60		1 1/2		1 22-0-0
2	Main Sails,	<i>Strain 13 tons</i>	90		9 1/2	Stream,	1 5-0-0
2	Main Top Sails,	Hawser	90		7		
		Towlines	90		4 1/2	Kedge,	1 2-2-0
		Warp					
and 25 other Sails, &c.			All of good quality.				

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

*Wm Kelly Builder*

*J. W. M. S.*

LRF-PUN-DRT96-157

Present condition of Caulking of Bottom, \_\_\_\_\_ Deck, \_\_\_\_\_ and Waterways \_\_\_\_\_

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed \_\_\_\_\_

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

*Attendance* Special .....£ 1 : 1 : 0

Certificate .....£ : :

Committee's Minute 15 June 1860

Character assigned 12 F 1



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