

No. 1238 Survey held at London Date 10th March 1835 1238
on the Ship Alfred Master Tappley
Tonnage 716 Built at India Whiting When built 1818
By whom built Owners Flint
Port belonging to London Destined Voyage Mauras
If Surveyed Afloat or in Dry Dock Henry Buck

aloft..... Feet. Inches. Extreme Breadth Feet. Inches. Depth of Hold Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches. Middle.	Inches. Ends.	Outside.	Inches.	Inside.	Inches.
and Space..... each	4 1/2			Keel to Bilge	4	Foot Waling.....	6
..... sided	12 1/2	Moulded		Bilge Planks	5	Bilge Planks	6 1/2
thooks..... "	10 1/2	"		Bilge to Wales	4	Ceiling in Flat	3
to..... "		"		Wales	5	Ditto Bilge to Clamp	4
to..... "		"		Topsides	3 1/2	Hold Beam Clamps	6 1/2
Timbers	4 1/2	6 1/2		Sheer Strakes	4	Deck Beam Ditto.....	5 1/2
Beams	11	8 1/2		Plank Sheers.....	4	Ceiling 'twixt Decks	3 1/2
Beams	12	10		Water-ways	11	Hold Beam Shelves	—
..... Oak, Black, & Bass	13	11		Upper Deck	3	Deck Beam ditto	—
.....	14 1/2	17 1/2					
.....	15	18					

Copper.		Copper.		Iron.	
Inches.		Inches.		Inches.	
nee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling	3	Hold Beam.....	3
of Keel..... No.	10	Butt End Bolts	3	Deck Beam	3
Timber Bolts.....	10	Lower Pintle of the Rudder			
ditto.....	10				
ns and throats of Hooks	10				
f Hooks	10				

ring.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/4— Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of East India Teak and are free from all defects. Floors and first Foothooks are composed of E. I. Teak— Timber. other Foothooks and Top Timbers of Do Do Shifts of the first and second Foothooks are not less than N.B. When reported by you less than the prescribed Rule, then state how many. rest of the Shifts of the Frame are when seen Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is the same alternate Frames are bolted together. Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place. Frame is chocked with Butt at each end of the chock. Main Kelson is composed of East India Teak and the False Kelson of Scarphs of the Kelsons are not less than 5 feet inches. Deck and Hold Beams are composed of E. I. Teak King Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of East India Teak from the first Foothook Heads to the Light Water Mark of Do Do Do from the Light Water Mark to the Wales of Do Do Do the Wales and Black-strakes are of Do Do Do the Topsides of Do Do Do the Sheer-strakes of African Oak & E. I. Teak Do Do Do the Gunwales of African Oak & E. I. Teak Water-ways of the same Shifts of the Planking are not less than 5 feet N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. King Inside.—The Clamps are composed of E. I. Teak the Stringers of the Bilge Planks of E. I. Teak and the remainder of the Ceiling of Enings.—To Hold Beams one Wood hanging & one Wood hanging knees—Knees Iron knees— Deck Beams one Do Do Do Do Do Do Do Do Do Do 2 Wood hanging Number of Breasthooks 8—2 Ekins Pointers 4—Wood Crutches 2 Wood Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. Doubling is recommended. Bolted at the butts all thro General Quality of Workmanship is good We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name Surveyor's Name

1238 *Lon*Her Masts, Yards, &c. are in *good* condition, and sufficient in size and length. *now new*

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
3	Fore Sails,	330	Chain		3
3	Fore Top Sails,		Hempen Stream Cable.....		1
3	Fore Topmast Stay Sails,	120	Hawser	8-	1
3	Main Sails,	120	Towlines <i>lewis</i>	7-	
3	Main Top Sails,	120	Warp	7-	
and others-			All of <i>good</i> quality.		

Her Standing and Running Rigging is *Stump* sufficient in size and *good* in quality.She has *one* Long Boat and *2* Cutters -The present state of the Windlass is *Patent* Capstan *good* and Rudder *Post is new* -
2 *lockless* *Patent* *Pumps* & *2* *Belge* *Pumps***General Remarks—Statement and Date of Repairs.**

The Timbering of this Ship when seen is sound the planking outside in general sound condition but the seams of keels rather large the Ceiling is in fair condition except the flat of the bottom in the fore hold which is indifferent in places. The fastenings throughout are good except the doubling now put on which is fastened with trenails and through butt bolts of copper - & also Copper Bumps -

Repairs Jan^y & Feb^r 1835

New false Keel under Keelson & Rudder post - new Iron Knees to middle & fore deck beams - new bolt in each arm of Wood Knees - Part new Waterways Shearwater Spunketting and plank Sheers the bottom Males & upperworks caulked the Iron fastenings of the bottom some arose out others punched up fitted from the Keel to the gunwale doubled from the keel to keels with 3 inch Doublegrip Seal the Males and upperworks doubled with 2 1/2 inch African oak all properly fastened with trenails & bolts & butt bolts of bottom thro' other general repairs is now in the most efficient state of repair -

If Sheathed, Doubled, or Felted, *Doubled from Keel to gunwale fitted sheathed yellow metal*
and Date when last done *March 1835*And *Sam* of opinion this Vessel should be Classed *A1* -The Amount of the Fee.....£ *3: 3: 0* is received by me, *W.D.*Committee Minute *20 March* 1835Character assigned *A1* *WM*

I saw the repairs during their progress on the 20, 24 & 29 of Dec^r 31st Jan^y 20 & 23rd February 3rd & 11th of March. They are done in an efficient and substantial manner under my direction - *Ed Bayley*

Charles Moss - Mark LaneLloyds Register
Foundation