

No. 1038 Survey held at Leith Date 29th Dec. 1842

on the *Barge Alice* Master *R. C. Wilson*

Tonnage *305 ³⁶/₉₄* Built at *Leith* When built *Finished Dec. 1842*

By whom built *Robert Lunn* Owners *R. F. Davis*

Port belonging to *London* Destined Voyage *London*

If Surveyed Afloat or in Dry Dock *On the Stocks in all her stages.*

Length aloft	Feet. 95	Inches. 6	Extreme Breadth	Feet. 24	Inches. 2	Depth of Hold	Feet. 17	Inches. 1
Scantlings of Timber.			Thickness of Plank.					
Timber and Space.....	each	26						
Floors.....	sided	12	Moulded	11				
1 st Foothooks.....	"	10 1/2	"	10				
2 nd Ditto.....	"	9	"	8				
3 rd Ditto.....	"		"					
Top Timbers.....	"	8	"	6 1/2	4 1/2			
Deck Beams N ^o . of 18 and 7 on 1/2 Roofs	"	9	"	9 1/2	6			
Hold Beams N ^o . of 9	"	11	"	10				
Keel	"	11	"	15 1/2				
Kelsons	"	11 3/4	"	18 1/2				
<i>Space Deck Beams about 4 feet</i>			Size of Bolts in Fastenings.					
<i>Hold Beams in proportion about 4 x 8 feet</i>								
Copper.			Copper.			Iron:		
Heel-Knee, and Dead Wood abaft	1		Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam	7/8 x 3/4	
Scarpsh of Keel..... N ^o .	3/4		Butt End Bolts	5/8		Deck Beam	3/4	
Floor Timber Bolts	1		Lower Pintle of the Rudder	2 1/2				
Kelson ditto	1							
Transoms and throats of Hooks	1					same in Iron above the Copper.....	1	
Arms of Hooks	3/4						3/4	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are free from all defects.

The Floors and first Foothooks are composed of British and White Baltic Oak Timber.

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 2.9 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3.9

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

The alternate Frames are all bolted together. N. B. If not, state how bolted. built altogether in frame

The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place.

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

The Main Kelson is composed of American White Oak and the False Kelson of American White Oak

The Scarpsh of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of British Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of Dantzic Oak

From the Light Water Mark to the Wales of Dantzic Oak

The Wales and Black-strakes are of British Oak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of British Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of

The Shifts of the Planking are not less than 5 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 mostly 3 strakes between

Planking Inside.—The Limber-strakes are composed of Dantzic Oak the Bilge Planks of Dantzic Oak

The Ceiling, Lower Hold, of Dantzic Oak Between Decks of Pitch Pine

Shelf Pieces of Dantzic Oak Clamps of Dantzic Oak

Fastenings.—To Hold Beams Thick Plank on edge above Beams and Double Iron Lodging Pins.

Deck Beams Double Oak Lodging Pins, Oak Stringers, and 2 Iron Hanging Knees on each side.

Number of Breasthooks 4 below the Deck Pointers 2 abaft the Wing Transom Crutches one abaft the

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

Bilge and Footwaling Copper and 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 Walter Burton

