

No. *3989* Survey held at *Alcoa* Date, first Survey *Sept 11/15* Last Survey *9 Dec 18/16*
 on the *BK "Roanoke"* Master *John Mackie* Rec'd *11/12/16*

TONNAGE under Tonnage Deck *281.48*
 Ditto of Spar Deck, or Awning Deck
 Ditto of ~~Eng~~ Raised Gr. Dk. *27.44* Built at *Alcoa* When built *1846* Launched *17 Nov 1846*
 Ditto of Houses on Deck *31.63*
 Ditto of ~~Eng~~ *38* By whom built *Roy Mitchell* Owners *Roy Mitchell*
 Gross Tonnage *341.23*
 Crew Space, as per Rule *16.14* Port belonging to *Alcoa* Destined Voyage *West Indies*
 Register Tonnage, cut on Beam *325.09*
 Engine Room
 Register Tonnage, as a Steamer, }
 out on the Beam }

Length as per section 39	Feet. <i>128</i>	Inches. <i>4</i>	Extreme Breadth Outside	Feet. <i>27</i>	Inches. <i>6</i>	Depth of Hold	Feet. <i>12</i>	Inches. <i>11</i>	Number of Decks	<i>018</i>
Length of Keel	<i>122</i>									

Scantlings of Timber.	Middle.		Ends.		Outside Plank.	Inches.		Dimensions of Ship per Register,		
	In Ship.	Required per Rule.	In Ship.	Required per Rule.		In Ship.	Required per Rule.	length	breadth	depth
TIMBER AND SPACE	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	Garboard Strakes	<i>3</i>	<i>3</i>	<i>27.5</i>	<i>27.5</i>	<i>13.0</i>
Floors	<i>10 1/2</i>	<i>10 3/4</i>	<i>8 1/2</i>	<i>8 1/2</i>	Garboard to Bilge	<i>3 1/2</i>	<i>3</i>			
1st Foothooks	<i>9 1/2</i>	<i>10</i>	<i>8 1/4</i>	<i>8 1/4</i>	Bilge Planks	<i>4 1/2</i>	<i>3</i>			
2nd Ditto	<i>9</i>	<i>8 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	Bilge to Wales	<i>4</i>	<i>3</i>			
3rd Ditto	<i>8 1/2</i>	<i>8 1/2</i>	<i>7</i>	<i>7</i>	Wales	<i>4 1/2</i>	<i>4 1/2</i>			
Top Timbers	<i>8</i>	<i>7</i>	<i>7</i>	<i>7</i>	Topsides	<i>4</i>	<i>3 1/2</i>			
Deck Beams	<i>8 1/2</i>	<i>9</i>	<i>8 1/2</i>	<i>8 1/2</i>	Sheer Strakes	<i>4</i>	<i>3 1/2</i>			
Deck Beams, length amidships	<i>25 1/2</i>	<i>6 in</i>	<i>25 1/2</i>	<i>6 in</i>	Plank Sheers	<i>3 1/2</i>	<i>3</i>			
Hold Beams	<i>12</i>	<i>13 1/2</i>	<i>11 1/4</i>	<i>11 1/4</i>	Water Upper Deck	<i>10 1/2 x 10</i>	<i>6 1/2</i>			
Hold Beams, length amidships	<i>5 1/2</i>	<i>3 in</i>	<i>5 1/2</i>	<i>3 in</i>	Water Lower Deck	<i>7</i>	<i>6</i>			
Keel	<i>5 1/2</i>	<i>18</i>	<i>12 1/4</i>	<i>12 1/4</i>	Ditto, faying surface against Timbers	<i>7</i>	<i>6</i>			
Scarp of Ditto	<i>9</i>	<i>15</i>	<i>8 1/2</i>	<i>0</i>	Upper Deck	<i>3</i>	<i>8</i>			
Keelsons	<i>3 1/2</i>	<i>3 in</i>	<i>5 1/2</i>	<i>0</i>						
Scarp of Ditto	<i>3 1/2</i>	<i>3 in</i>	<i>5 1/2</i>	<i>0</i>						

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Dead'd abaft	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	Transoms and throats of Hooks	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
Scarp of Keel, N° 7	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	Arms of Hooks	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
Keelson Bolts through Keel at each Floor	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	Thro' Bilge and Limber Strakes	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
Bolts thro' Heels of Timbers against Deadwood	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	Thickstuff over Double Floors	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
Frame Bolts	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	Butt End Bolts	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
				Short Bolts in Ceiling	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
				Pintles of the Rudder	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *4 1/4* Inches. The Space between the Top-Timbers is *4 1/2* Inches.
 The Floors consist of *Dantzic & British oak* The First Foothooks of *Dantzic & British oak*
 The Second Foothooks of *British oak* The Third Foothooks and Top Timbers of *British oak*
 The Main Keelson is *Pitch Pine* and — free from all defects. The Shifts of the First and Second Foothooks are not less than *1/4* of breadth
 (The Rider Keelson is *Pitch Pine*) N.B. When less than prescribed by the Rule, state how many.
 The Transoms, Knightheads, Hawse Timbers, & Aprons of *British oak* ditto. The rest of the Shifts of the Frame are *good*
 Deadwood, of *British oak* and — ditto. The Frame is *well* squared from First Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is *good*
 The Stem, and Stern Post of *British oak* ditto. The — Frames are *tie* bolted together to the Gunwale. N.B. If not, state how bolted
 The Deck and Hold Beams of *British & Dantzic oak* The Butts of the Timbers are — close together; their thickness not less than *1 1/2* of the entire moulding at that place.
 Breasthooks of *Iron* Knees of *British oak* The Frame is *cross* chocked with *a* Butt at each end of the chock.
 The Main piece of Rudder of *British oak* Windlass of *British oak*
 (The Keel of *Ant-Rock Elm*)

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *Pitch Pine* for planking on *Ant-Rock Elm*
 From the above named height to the Wales *Pitch Pine & Larch*
 The Wales and Black-strakes *Pitch Pine & Larch* The Topsides & Sheer-strakes *Pitch Pine & Larch*
 The Spiketting and Plank-sheers *Pitch Pine* The Water-ways { Upper Deck *Pitch Pine*
 Lower Deck —
 The Decks *Yellow Pine* State of *good*
 The Shifts of the Planking are not less than *1 1/2* 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 *three* between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Pitch Pine*
 The Ceiling, Lower Hold, and between Decks *Pitch Pine* Shelf Pieces and Clamps *Pitch Pine*
Fastenings.—To Hold Beams

Deck Beams *Double d to shelves & waterways. Iron straps round timber & beams on the sides of Rider knees & two pairs of Hanging knees British oak bedding knees at ends of keel*
 Number of Breasthooks *five* Pointers *✓* Crutches *one wood & two iron*
 Butt End Bolts are of *Yellow Pine* in the Bottom *two* Bolts in each Butt End *one* through and clenched.
 Bilge and Limber Strakes *Galvan* bolted through and clenched. Treenails of *Iron* How Made *Machine*
 Thickstuff over Double Floors *Galvan* bolted through and clenched. General Quality of Workmanship *Good*

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature *Roy Mitchell* Surveyor's Signature *John Raw*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

200C (12/575)



LTH554-0043

