

No. 171 Survey held at Christchurch Date 15 Jan^r 1844
on the Princess Alice Schooner Master
Tonnage 142 6/12 Built at Christchurch When built 1843
By whom built George Holloway Owners Geo. Holloway
Port belonging to Christchurch Destined Voyage London
If Surveyed Afloat or in Dry Dock While Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	73	6		21	2		11	2 1/2
Scantlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	20	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors.....	sided	8	Moulded	8	Keel to Bilge	2 1/2	Foot Waling	
1 st Foothooks.....	"	7	"	7	Bilge Planks	4 3/4	Bilge Planks	4
2 nd Ditto.....	"	6 3/4	"	6 3/4	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 rd Ditto.....	"		"		Wales	3 1-3	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	6 1/2	"	6	Topsides	1-3	Hold Beam Clamps	3
Deck BeamsN°. of 17	"	7 1/2	"	7 1/2	Sheer Strakes	3	Deck Beam Ditto	
Hold BeamsN°. of	"		"		Plank Sheers	2 1/2	Ceiling 'twixt Decks	
Keel	"	10	"	12	Water-Ways	6	Hold Beam Shelves	3 1/2 by 10 1/2
Kelsons	"	10	"	11	Upper Deck	2 1/2	Deck Beam Ditto	
Size of Bolts in Fastenings.								
Copper. Iron				Iron:				
Heel-Knee, and Dead Wood abaft	1		Bolts thro' the Bilge and Foot Waling	5/8	Hold Beam			7/8
Scarpsh of Keel.....N°. 1	5/8		Butt End Bolts	partly Copper	5/8	Deck Beam		7/8
Floor Timber Bolts	1		Lower Pintle of the Rudder	2 1/2				
Kelson ditto	1							
Transoms and throats of Hooks	7/8							
Arms of Hooks	3/4							
				same in Iron above the Copper.....				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects. The Floors and first Foothooks are composed of English Oak and Ash Floors Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3 feet 4 inch N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared. Every Third The alternate Frames are bolted together. to the Top N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 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 Oak and the False Kelson of Red pine. The Scarpsh of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of American Oak and Larch.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American & English Elm. From the first Foothook Heads to the Light Water Mark of Red Pine. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of American Oak & Mahogany The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of American Oak The Water-ways of Red Pine. The Decks of Yellow Pine State of good. 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 three between

Planking Inside.—The Limber-strakes are composed of Red Pine the Bilge Planks of Red pine. The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine. Shelf Pieces of American Oak Clamps of Red Pine.

Fastenings.—To Hold Beams Cabin & fore Castle Stairs & Shelf. Deck Beams Double Wood Laiding Knees. Number of Breasthooks Three Pointers Two Crutches none. Butts End Bolts are of Partly Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling bolted through and clenched. General Quality of Workmanship good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name George Holloway

Surveyor's Name John Oldis

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
	<u>One Complete Set New</u>					
	Fore Sails,	<u>160</u>	Chain	<u>15/16 and 1</u>	<u>2</u>	Bower,
	Fore Top Sails,	<u>75</u>	Hempen Stream Cable	<u>6</u>	<u>1</u>	Stream,
	Fore Topmast Stay Sails,	<u>90</u>	Hawser	<u>4 1/2</u>	<u>1</u>	Kedge, <u>all of proper Weight</u>
	Main Sails,		Towlines			
	Main Top Sails,		Warp			
	and		All of <u>good</u> quality. <u>New</u>			

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

She has one Long Boat and one felley Boat

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

This Vessel's Frame is all English Oak with the exception of the Floors which are English Oak and English Ash plaid Alternately her frame is all Craft Chock'd with a butt at each end every third Frame is bolted together to the top all well Squared a good part of the Trunnails are through the Ceiling and wedged inside I am of Opinion she is in an efficient state and Equipment and fit for the safe conveyance of dry and perishable Cargoes to and from all parts of the World and should be Class'd A1 for 7 years

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done Caulkd & Lanch'd Nov. 1843

I am of opinion this Vessel should be Class'd A1 for 7 years

The Amount of the Fee.....£ 2 : — : — is received by me, John Oldix

Special£ : :

Committee's Minute 16th January 1844

Character assigned A1 for 7 years

be pleased to forward
a Certification of Classification



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