

No. \_\_\_\_\_ Survey held at Lips Lam Date January 30 1839  
 on the Schooner, Alliance Master John Periam  
 Tonnage 98 0m Built at Lips Lam When built 1836  
 By whom built H. D. Davy & Co Owners John Periam & Co  
 Port belonging to Spain Destined Voyage Liverpool & other regular Trade  
 If Surveyed Afloat or in Dry Dock on the Bank of ground

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Length aloft.....	65	7	Extreme Breadth .....	18	10	Depth of Hold .....	11	2
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>				
	Inches.		Inches.	<b>Outside.</b>		<b>Inside.</b>		Inches.
Timber and Space..... each	22			Keel to Bilge .....		Foot Waling.....		3 1/2
Floors..... sided	10	Moulded	11	Bilge Planks.....		Bilge Planks.....		3 1/2
1st Foothooks.....	8 1/2	"	9 1/2	Bilge to Wales.....		Ceiling in Flat.....		2 1/2
2nd Ditto.....		"		Wales.....	4	Ditto Bilge to Clamp.....		2 1/2
3rd Ditto.....		"		Topsides.....	2 1/2	Hold Beam Clamps.....		3 1/2
Top Timbers.....	5 1/2	"	6 1/2	Sheer Strakes.....	3 1/2	Deck Beam Ditto.....		3 1/2
Deck Beams..... Number of.....	17		9	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....		2 1/2
Hold Beams..... Dp..... dp.....				Water-ways.....	8	Hold Beam Shelves.....		
Keel.....				Upper Deck.....	2 1/2	Deck Beam ditto.....		
Kelsons.....	11		13					

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft.....	Inches.	Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	Inches.
Scarphs of Keel..... N°.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....				same in Iron above the Copper.....	
Transoms and throats of Hooks.....					
Arms of Hooks.....					

**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 3 3/4 Inches. ~~away~~ The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.  
 Her Floors and first Foothooks are composed of English Oak Timber.  
 Her other Foothooks and Top Timbers of do  
 Her 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.  
 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.  
 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 Kelson is composed of English Oak and the False Kelson of \_\_\_\_\_  
 The Scarphs of the Kelsons are not less than 7 feet 11 inches.  
 The Deck and Hold Beams are composed of English Oak

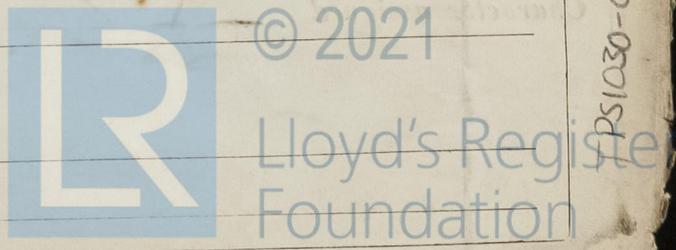
**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of \_\_\_\_\_  
 From the first Foothook Heads to the Light Water Mark of English Oak  
 From the Light Water Mark to the Wales of ditto  
 The Wales and Black-strakes are of ditto  
 The Topsides of ditto  
 The Sheer-strakes of English Oak Decks, and state of, \_\_\_\_\_  
 The Gunwales of ditto Water-ways of \_\_\_\_\_  
 The Shifts of the Planking are not less than 5 Feet 11 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought \_\_\_\_\_ between.

**Planking Inside.**—The Clamps are composed of English Oak the Stringers of \_\_\_\_\_  
 The Bilge Planks of English Oak and the remainder of the Ceiling of \_\_\_\_\_

**Fastenings.**—To Hold Beams  
 Deck Beams double lined fore & aft ways  
 Number of Breasthooks Five Pointers none Crutches one  
 Butts End Bolts are of Copper in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Copper 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 John Holman



PS1030-0008

Her Masts, Yards, &c. are in \_\_\_\_\_ condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	150	Chain .....	7/8	2 Bower,
1	Fore Top Sails,	80	Hempen Stream Cable.....	6	1 Stream,
1	Fore <del>Topmast</del> Stay Sails,	70	Hawser .....	4 1/2	2 Kedge, °
2	Main Sails,	70	Towlines .....	3 1/2	All of proper weight.
4	<del>Main</del> Top Sails,	70	Warp .....	2 1/2	
and		All of <i>good</i> quality.			

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

She has *One* Long Boat and *One Jolly Boat*

The present state of the Windlass is *good* Capstan *new* and Rudder \_\_\_\_\_

**General Remarks—Statement and Date of Repairs.**

*I saw this vessel when building I know her Frame to be built of light oak, she is a very firm good vessel, and if she had been surveyed when building, would have been classed 12 years, A.1, she is all copper fasten'd under the beads, except throat bolts which are all of iron, and is fit to carry a dry & fresh water cargo*

*Mr. Charles Graham  
Secretary  
Lloyd's Register of Shipping  
2 White Star Lane*

If Sheathed, Doubled, or Felted, \_\_\_\_\_  
and Date when last done \_\_\_\_\_

And *Sam* of opinion this Vessel should be Classed *A.1. for 10 years from her first Build*

The Amount of the Fee.....£ *1 : 1 : 0* is received by me, *John Holman*

Committee Minute *12 Feb 1839*

Character assigned *A for 10 years*

