

No. _____ Survey held at Lips Lam Date January 30 1839
 on the Steamer, Alliance Master John Periam
 Tonnage 98 0m Built at Lips Lam When built 1836
 By whom built H B Davy & Co Owners John Periam & Co
 Port belonging to London Destined Voyage Liverpool & returning to London
 If Surveyed Afloat or in Dry Dock on the Bank of river

Length aloft.....65^{Feet.}7^{Inches.} Extreme Breadth18^{Feet.}10^{Inches.} Depth of Hold11^{Feet.}2^{Inches.}

Scantlings of Timber.

	Inches.	Inches.	Inches.
	Each	Moulded	Ends
Timber and Space.....	<u>22</u>		
Floors.....	<u>10</u>	<u>11</u>	
1 st Foothooks.....	<u>8</u> ¹ / ₂	<u>9</u> ¹ / ₂	
2 nd Ditto.....			
3 rd Ditto.....			
Top Timbers.....	<u>5</u> ¹ / ₂	<u>6</u> ¹ / ₂	
Deck Beams.....	<u>10</u>	<u>9</u>	
Hold Beams.....			
Keel.....			
Kelsons.....	<u>11</u>	<u>13</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	<u>3</u> ¹ / ₂
Bilge Planks.....		Bilge Planks.....	<u>3</u> ¹ / ₂
Bilge to Wales.....		Ceiling in Flat.....	<u>2</u> ¹ / ₂
Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2</u> ¹ / ₂
Topsides.....	<u>2</u> ¹ / ₂	Hold Beam Clamps.....	<u>3</u> ¹ / ₂
Sheer Strakes.....	<u>3</u> ¹ / ₂	Deck Beam Ditto.....	<u>3</u> ¹ / ₂
Plank Sheers.....	<u>2</u> ¹ / ₂	Ceiling 'twixt Decks.....	<u>2</u> ¹ / ₂
Water-ways.....	<u>8</u>	Hold Beam Shelves.....	
Upper Deck.....	<u>2</u> ¹ / ₂	Deck Beam ditto.....	

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2¹/₂ Inches. The Space between the Top-timbers is 3³/₄ 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 kned 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



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	150	Chain	7 1/8	2	Bower,
1	Fore Top Sails,	80	Hempen Stream Cable.....	6	1	Stream,
1	Fore Topmast Stay Sails,	70	Hawser	4 1/2	2	Kedge, °
2	Main Sails,	70	Towlines	3 1/2		All of proper weight.
4 Top	Top Top Sails,	70	Warp	2 1/2		
and			All of <u>good</u> 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 fastened under the beams, except throat bolts which are all of iron, and is fit to carry a dry & perishable 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 I am 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 1 for 10 years



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