

No. 591 Survey held at Whitby

Date September 30 1850

on the barque "Affiance"

Master William Loadman

Tonnage 501 3/10 Built at Whitby

When built 1849/50 launched 18 September 1850

By whom built Henry Barrick

Owners Henry Barrick &

Port belonging to London

Destined Voyage London

If Surveyed Afloat or in Dry Dock building

Length aloft	Feet. 103 Inches. 9	Extreme Breadth	Feet. 24 Inches. 7	Depth of Hold	Feet. 18 Inches. 4
Scantlings of Timber.					
Room and Space	12 1/2	Moulded	12	Outside.	Inside.
Floors	12	"	10	Keel to Bilge	Limber Strakes
1 st Foothooks	10	"	9 1/4	Bilge Planks	Bilge Planks
2 nd Ditto	10	"	8 1/2	Bilge to Wales	Ceiling in Flat
3 rd Ditto	9	"	5	Wales	Ditto Bilge to Clamp
Top Timbers	8	"	9 1/2	Topsides	Hold Beam Clamps
Deck Beams N ^o 26	3.10	"	12	Sheer Strakes	Deck Beam Ditto
Hold Beams N ^o 15	5. (3.9 to 7.5)	"	10	Plank Sheers	Ceiling 'twixt Decks
Keel (1.2 x 1.6)	12	"	12	Water-Ways	Hold Beam Shelves
Kelsons	12	"	12	Upper Deck	Deck Beam Ditto
Thickness of Plank.					
Size of Bolts in Fastenings, distinguishing whether					
Copper or Iron.					
Heel-Knee, and Dead Wood abaft	10 1/2	Copper or Iron.	13	Hold Beam	1 1/2
Scarphs of Keel	3 1/2	Bolts thro' the Bilge and Limber Strakes	16	Deck Beam	7/8
Floor Timber Bolts	1 1/8	Butt End Bolts	1 1/2		
Kelson ditto	1 1/8	Lower Pintle of the Rudder	3 1/4		
Transoms and throats of Hooks	1 1/8				
Arms of Hooks	1				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 @ 2 Inches. The Space between the Top-timbers is 3 1/2 @ 4 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are affly free from all defects.

The Floors and first Foothooks are composed of English oak Timber.

The other Foothooks and Top Timbers of English oak

The Shifts of the first and second Foothooks are not less than 4 1/2 @ 5 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 feet

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

The alternate Frames are in pairs bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/10 of the entire moulding at that place.

The Frame is no chocked with Butt at each end of the chocks

The Main Kelson is composed of English oak and the False Kelson of English & Am^o oak

The Scarphs of the Kelsons are not less than six feet ten inches.

The Deck and Hold Beams are composed of English oak

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

From the first Foothook Heads to the Light Water Mark of two strakes of Baltic oak then =

From the Light Water Mark to the Wales of seven strakes of oak with Eng^o oak ends

The Wales and Black-strakes are of Teak with Eng^o oak ends The Topsides of Teak with Eng^o oak ends

The Sheer-strakes and Plank-sheers of Teak with Eng^o oak ends The Water-ways of "fir"

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 generally three between

Planking Inside.—The Limber-strakes are composed of American oak the Bilge Planks of mixed oak

The Ceiling, Lower Hold, of bilge upwards Dantzic oak "plank" Between Decks of Dantzic & American oak

ieces of Dantzic oak "plank" Clamps of Dantzic oak "plank"

gs.—To Hold Beams double or staple iron lodging knees and oak stringer on top =
also 14 iron hanging knees each side

Beams 50000 T an iron plate on each side of beam end with two lugs each plate & 2 iron bolts
also 32 iron hanging knees 16 each side

or of Breasthooks 5 Eng^o oak Pointers a 1/2 Eng^o oak Crutches one Eng^o oak

End Bolts are of yellow metal in the Bottom, and one Bolt in each Butt End through and clenched. None short yⁿ

and Limber Strakes yellow metal bolted through and clenched. Treennails of English oak

Quality of Workmanship generally good

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

Signature Henry & George Barrick Surveyor's Signature Thos. Jackson

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	210	Chain ...	90 fms of 1 3/8	3	Bower, { 14. 1. 7 1/2 } iron stoves
2	Fore Top Sails,	80	Hempen Stream Cable	8	1	Stream, { 14. 1. 14 } iron stoves
2	Fore Topmast Stay Sails,	60	Hawser	7/8	2	Kedge, { 3. 1. 3 } iron stoves
1	Main Sails,	80	Towlines	5 1/2		
1	Main Top Sails,	80	Warp	4 3/4		
and the usual Batten			All of good new quality.			
outfit all new						

Her Standing and Running Rigging is all sufficient in size and new in quality.

She has one new Long Boat and one new Skiff & one new gig

The present state of the Windlas is new Capstan new and Rudder new Pumps two metal
typac purchase

General Remarks—Statement and Date of Repairs.

The frame generally good in quality is fairly wrought & well shipted. a few timbers run in any corners and not free from sap but being close spaced & of large scantling would admit of being reduced. Seven or 8 foot hooks each side are padded across the inside with 1/2 inch plank. The hooks are of large scantling and well grown with good arms. The transoms of good scantling & well squared and with the beam and knees well & firmly fitted & secured. The planking of good quality and is well wrought & shipt. The general appearance of the vessel is strong & substantial and fit for any purpose. I recommend that she be classed 10.

Thos. Jackson

Now on her passage to London

If Sheathed, Doubled, Felted, or Coppered none

When last done will be done in Lond

I am of opinion this Vessel should be Classed 1041

Thos. Jackson

The Amount of the Fee.....£ 4 : - : - is received by me,

Special£ none

Certificate (if required)£ - : - : -

Committee's Minute 1st Oct. 1850

Character assigned A 1 for 10 days