

No. 1327 Survey held at Aberdeen Date 27 December 1848  
on the Barque Alexandrina Master W Falconer 1<sup>st</sup> class  
Tonnage 294 Built at Aberdeen When built Launched 7 Dec<sup>r</sup> 1848  
By whom built A Dutchie & Co Owners W Falconer  
Port belonging to London Destined Voyage London & Cape Good Hope  
If Surveyed Afloat or in Dry Dock while building

Length aloft		Feet. Inches.		Extreme Breadth		Feet. Inches.		Depth of Hold		Feet. Inches.	
		110 <sup>8</sup> / <sub>10</sub>				21 <sup>8</sup> / <sub>10</sub>				14 <sup>8</sup> / <sub>10</sub>	
Scantlings of Timber.											
Room and Space		Inches.		Inches. Middle		Inches. Ends		Thickness of Plank.		Inches.	
		35 <sup>1</sup> / <sub>2</sub>						Outside.		Inches. Inside.	
Floors		double & single		sided		Moulded		Keel to Bilge		Limber Strakes	
1 <sup>st</sup> Foothooks		7 <sup>1</sup> / <sub>2</sub> to 9 <sup>1</sup> / <sub>2</sub>						Bilge Planks		Bilge Planks	
2 <sup>nd</sup> Ditto		7 <sup>1</sup> / <sub>2</sub> to 9						Bilge to Wales		Ceiling in Flat	
3 <sup>rd</sup> Ditto		7 <sup>1</sup> / <sub>2</sub>						Wales		Ditto Bilge to Clamp	
Top Timbers		7 <sup>1</sup> / <sub>2</sub>				Gun		Black Strakes		Hold Beam Clamps	
Deck Beams N <sup>o</sup> 18		Average Space } 3 ft 9 in		8 <sup>1</sup> / <sub>2</sub>		8 <sup>1</sup> / <sub>2</sub>		Topsides		Deck Beam Ditto	
Hold Beams N <sup>o</sup> 12		Average Space } as above		7 <sup>1</sup> / <sub>2</sub>		7 <sup>1</sup> / <sub>2</sub>		Sheer Strakes		Ceiling 'twixt Decks	
Keel				11 <sup>1</sup> / <sub>2</sub>		11 <sup>1</sup> / <sub>2</sub>		Plank Sheers		Hold Beam Shelves	
Kelsons				11 <sup>1</sup> / <sub>2</sub>		11 <sup>1</sup> / <sub>2</sub>		Water-Ways		Deck Beam Ditto	
				11 <sup>1</sup> / <sub>2</sub>		11 <sup>1</sup> / <sub>2</sub>		Upper Deck			
				11 <sup>1</sup> / <sub>2</sub>		11 <sup>1</sup> / <sub>2</sub>		Lower Deck			
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				11 <sup>1</sup>							

Copper or Iron.		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	Y <sup>m</sup> Metal	Bolts thro' the Bilge and Limber Strakes	Y <sup>m</sup> Metal	Hold Beam	Iron
Scarp of Keel	Y <sup>m</sup> Metal	Butt End Bolts	Y <sup>m</sup> Metal	Deck Beam	Iron
Floor Timber Bolts	Y <sup>m</sup> Metal	Lower Pintle of the Rudder	Comp <sup>n</sup>		
Kelson ditto	Y <sup>m</sup> Metal				
Transoms and throats of Hooks	Y <sup>m</sup> Metal				
Arms of Hooks	Y <sup>m</sup> Metal				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 <sup>1</sup>/<sub>2</sub> to 4 <sup>1</sup>/<sub>2</sub> Inches. The Space between the Top-timbers is 4 <sup>1</sup>/<sub>2</sub> to 7 Inches. The Stem, Stern Post, are composed of British Oak and are free from all defects. The Floors and first Foothooks are composed of Dantzic & British Oak Timber. The other Foothooks and Top Timbers of British Oak.

The Shifts of the first and second Foothooks are not less than 3 ft 4 in up. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 ft 6 in upwards generally 4 ft. The Frame is well squared from the first Foothook Heads upwards, and not quite free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are each bolted together to Gunwall. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 2 <sup>1</sup>/<sub>2</sub> in 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 American Oak. The Scarphs of the Kelsons are not less than 7 feet inches. Rider 3 ft 1/2 in. The Deck and Hold Beams are composed of British Oak of Quarter deck British Oak & Larck.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American elm. From the first Foothook Heads to the Light Water Mark of Stettin Oak. From the Light Water Mark to the Wales of Dantzic & American Oak. The Wales and Black-strakes are of Mahogany. The Topsides of Mahogany. The Sheer-strakes and Plank-sheers of Mahogany. The Water-ways of Red Pine. The Decks of Quebec Yellow Pine. State of Good. The Shifts of the Planking are not less than 5 Feet 2 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Limber-strakes are composed of American Oak. The Bilge Planks of Am<sup>r</sup> & Dantzic Oak. The Ceiling, Lower Hold, of American & Dantzic Oak. Between Decks of Dantzic Oak. Shelf Pieces of American & Dantzic Oak. Clamps of Dantzic Oak.

**Fastenings.**—To Hold Beams Staple Iron Knees between Beams. Two Spaces Double & one Single. Lodging knees of British Oak. Shelf on top of Beams with one 7 in bolt into beam. Deck Beams 2 pair Short Iron Pieces of 13 in Oak to each beam cross bolted thro beam one dowel in each beam end & shelf. One inch bolt down thro waterway beam & shelf in each beam end & diagonally. Number of Breasthooks 4 Iron 13 in 1/2 ft Pointers One Pair 13 in 1/2 ft Crutches One Iron.

Butts End Bolts are of Muntz Metal in the Bottom, and one Bolt in each Butt End through and clenched. Treenails of British Oak & Dantzic Oak. Bilge and Limber Strakes as per rule 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 Signature

Surveyor's Signature

Thomas Alexander



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

1327. ABN.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.			
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		cut of lb	cut of lb
2	Fore Sails,	90	Chain .....	1 5/16	3	Bower,	15.1.4	14.0.17
1	Fore Top Sails,	75	Hempen Stream Cable .....	6 1/2	1	Stream,	3.0.23	
2	Fore Topmast Stay Sails,	85	Hawser .....	5	1	Kedge,	1.1.19	
1	Main Sails,		Towlines .....					
2	Main Top Sails,	80	Warp .....	4 1/2				
	and others to form a full	80	All of <u>Best</u> quality.	3 1/4				
	Suit with a few spare							

Her Standing and Running Rigging is complete sufficient in size and Good in quality.

She has One 18 ft Long Boat and Jolly Boat of 17 ft Gig of 20 ft

The present state of the Windlass is Good Capstan Good and Rudder Good  
fitted with purchase

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

This on the whole is a vessel of good sound material  
formed with flared out or Clipper bow (carried to a moderate extent)  
full figure head & raised quarter deck about 3 ft in height  
Stern formed with Thimbering bottom plank run out & butt upon  
counter timbers

Sheathed with Muntz Metal No 26 & 24 g to 10 ft. 2 forward  
and 10 ft. 11 aft—plank over plank from 7 ft downward

Chains are certified to have been tested to 30 & 24 tons respectively  
& marked agreeably to rule Section 73

Surveyed specially at the usual stages & while under construction

Jan<sup>y</sup> 12. 1849 I have examined the two books & the transoms which  
are of Copper bottomed and all the bolts below the  
water appear to be of Copper

W. M. D. S. S.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done 1848

I am of opinion this Vessel should be Classed GA 1

The Amount of the Fee. Class 3 £ 3 : 0 : 0 is received by me,

Special ..... £ 9 : 9 : 0

Certificate (if required) ..... £ 12 : 10 : 0

Committee's Minute 2<sup>nd</sup> Jan<sup>y</sup> 1849

Character assigned A 1



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