

No. 2862 Survey held at NewcastleDate 28 January

1846

on the Brig AlexanderMaster R B WallTonnage 282 Built at NewcastleWhen built 1846By whom built M ArmstrongOwners Scott & CoPort belonging to NewcastleDestined Voyage BalticIf Surveyed Afloat or in Dry Dock While Building

Rec 19/3/66

2862

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.	
	91	3/4		23	4/10		16	-	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space.....	each	24	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....	sided	11	Moulded	11		Keel to Bilge	2 1/2	Foot Waling	3 1/2
1 st Foothooks.....	"	9 1/2	"	9 1/2		Bilge Planks	4	Bilge Planks	4
2 nd Ditto.....	"	9	"	8 1/2		Bilge to Wales	3	Ceiling in Flat	3
3 rd Ditto.....	"	8	"	7 1/2		Wales	4 1/2	Ditto Bilge to Clamp	38 1/2
Top Timbers	"	7 1/2	"	7	4 1/2	Topsides	2 1/2	Hold Beam Clamps	4
Deck BeamsN°. of 22	"	9	"	9	5 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto.....	4
Hold BeamsN°. of 13	"	11 1/2	"	11	8	Plank Sheers.....	3	Ceiling 'twixt Decks	2 1/4
Keel	"	10	"	9		Water-Ways	6 1/4	Hold Beam Shelves	
Kelsons	"	12	"	24		Upper Deck	3	Deck Beam Ditto.....	

Size of Bolts in Fastenings, distinguishing whether			Iron.		
	Inches.			Inches.	
Heel-Knee, and Dead Wood abaft	1	Copper Iron.			
Scarphs of Keel.....N°. 8	3/4				
Floor Timber Bolts	7/8	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	7/8 3/4
Kelson ditto	7/8	Butt End Bolts	5/8	Deck Beam	3/4
Transoms and throats of Hooks	1	Lower Pintle of the Rudder	3		
Arms of Hooks	7/8 3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Foreign White Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Foreign White Oak and are free from all defects.

The Floors and first Foothooks are composed of Foreign White Oak Timber.

The other Foothooks and Top Timbers of Foreign White Oak

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

The rest of the Shifts of the Frame are Good

The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared & sound

The alternate Frames are bolted together.

N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 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 White Oak and the False Kelson of White Oak

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of Foreign White Oak

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 White Oak

From the Light Water Mark to the Wales of Foreign White Oak

The Wales and Black-strakes are of White Oak The Topsides of White Oak

The Sheer-strakes and Plank-sheers of White Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of Good

The Shifts of the Planking are not less than five 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 Three Strakes between

Planking Inside.—The Limber-strakes are composed of Foreign White Oak the Bilge Planks of White Oak

The Ceiling, Lower Hold, of White Oak Between Decks of Red Pine

Shelf Pieces of Foreign White Oak Clamps of Foreign White Oak

Fastenings.—To Hold Beams Vertical Iron Knees One to each End & Four Pair of Standard Knees

Deck Beams Horizontal Wood Knees & Nine pair of Vertical Iron Knees

Space between the Deck Beams 3 feet 10 ins.

Number of Breasthooks Four Pointers Two Crutches One

Butts End Bolts are of Iron in the Bottom, and 6 Bolt in each Butt End through and clenched.

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship Middling good

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

Builder's Name

Surveyor's Name

Robt Lowles

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		last - <u>9</u> .. lbs
2	Fore Sails,	200	Chain	1 1/4	3	Bower,	13 - 2 " -
2	Fore Top Sails,	90	Hempen Stream Cable	8	1	Stream,	14 " - 1 " -
2	Fore Topmast Stay Sails,	70	Hawser <u>chain</u>	7/8	1	Kedge,	1 " 1 " 4
1	Main Sails,	90	Towlines	6			
2	Main Top Sails,	90	Warp	4			
and <u>Trysail Royals & Gills</u>			All of <u>good</u> quality.				

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

She has A Long Boat and Quarter Boat

The present state of the Windlass is New Capstan and Rudder Good

General Remarks—Statement and Date of Repairs.

This Vessel is very well constructed and fit for the conveyance of dry & perishable goods to and from any part of the world & liable to be classed as recommended.

I am not able to get any certificate of R. F. the testing of the chains, as the Ship & Owner are both absent from here at present—

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done _____

I am of opinion this Vessel should be Classed J. A. 1

The Amount of the Fee.....£ 3 : - : - is received by me, Robt Fowles

Special£ 1/4 : - : -

Certificate (if required)£ : : -

Committee's Minute 24th May 1846

Character assigned A 1 per 4 years



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