

Rec 19/3/66

No. 2862 Survey held at Newcastle Date 28 January 1846
 on the Brig Alexander Master R. B. Hall
 Tonnage 282 Built at Newcastle When built 1846
 By whom built M. Armstrong Owners Scott & Co
 Port belonging to Newcastle Destined Voyage Baltic
 If Surveyed Afloat or in Dry Dock While Building

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

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

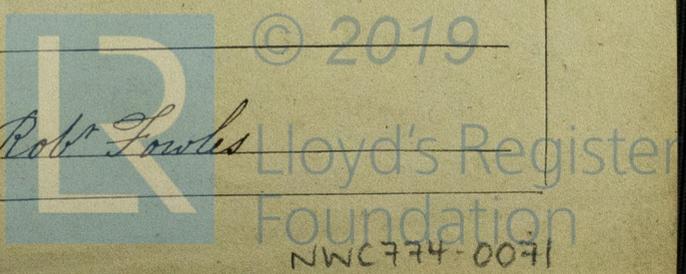
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Foreign White Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Foreign White Oak and are free from all defects. 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 _____ 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 - <i>gr</i> .. 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 " - " -
2	Fore Topmast Stay Sails,	70	Hawser <i>chain</i>	7/8	1	Kedge,	4 " 1 " -
1	Main Sails,	90	Towlines	6			1 " 1 " 4
2	Main Top Sails,	90	Warp	4			
and <i>Trysail Royals & Gills</i>			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 & eligible 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 F.A.1

note 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
[Signature]

