

No. 798 Survey held at Ponce & Island Date January to September 1869  
 on the Barque "Alaska" Master Ross

Rec 20/9/69 798

Net tonnage under tonnage deck 315.56 Built at Louis When built 1869 Launched July 1869  
 Gross tonnage 335.42 By whom built Benj<sup>n</sup> Davies Owners Benj<sup>n</sup> Davies  
 Port belonging to Ponce & Island Destined Voyage Liverpool  
 Surveyed while Building, Afloat, or in Dry Dock While building

Length as per section 39 ..	118	0	Extreme Breadth Outside	26	7	Depth of Hold	14	11 1/2	Number of Decks	one
Length of Keel .....	111	0								

Scantlings of Timber.	Feet		Inches		REQUIRED PER RULE.	
	Middle	Ends	Middle	Ends	Middle	Ends
TIMBER AND SPACE .....	20		24			
Floors .....	9 1/2	10	8 1/2	9 1/4	9 1/4	8 3/4
1 <sup>st</sup> Foothooks .....	9 1/2	8 1/2	8	8 3/4	8 3/4	7 3/4
2 <sup>nd</sup> Ditto .....	8 1/2	8	7 1/2	8	7 3/4	6 3/4
3 <sup>rd</sup> Ditto .....	8 1/2	7 1/2	5 1/2	7 1/4	6 3/4	5 1/4
Top Timbers .....	8 1/2	7 1/2	5 1/2	7 1/4	6 3/4	5 1/4
Deck Beams, length amidships .....	24	6				
Hold Beams, length amidships .....	24	4				
Keel .....	11 1/4	12 1/4		11 3/4	11 3/4	
Scarp of Ditto .....	5	4		5	2	
Keelsons .....	12 1/2	10 1/2		12 3/4	12 3/4	
Scarp of Ditto .....	5	6		5	2	

Outside Plank.	INCHES		REQUIRED PER RULE.	
	In Ship.	Required	In Ship.	Required
Garboard Strakes ..	3 1/2	3 1/4		
Garboard to Bilge ..	3 1/2	3 1/4		
Bilge Planks .....	4 1/4	3 3/4		
Bilge to Wales .....	3 1/2	3 1/4		
Wales .....	4 1/2	4 1/2		
Topsides .....	4 1/2	3 1/2		
Sheer Strakes .....	4 1/2	3 1/2		
Plank Sheers .....	3 3/4	3 3/4		
Waterways Upper Deck	6 1/2	7 3/4	6 1/2	
Waterways Lower Deck				
Ditto, faying surface against Timbers ..	6 1/2	6 1/2		
Upper Deck .....	3	3		

Dimensions of Ship per Register.	INCHES		
	length	breadth	depth
	120	30	14

Inside Plank.	INCHES		REQUIRED PER RULE.	
	In Ship.	Required	In Ship.	Required
Limber Strakes ..	3 1/2	3 1/2		
Bilge Planks .....	4 1/2	3 1/2		
Ceiling in Flat .....	3 1/2	2 3/4		
Ditto Bilge to Clamp	3 1/2	2 3/4		
Hold Beam Clamps ..	5 1/2	4 1/2	3 3/4	
Deck Beam Ditto ..	5	4 1/2	3 3/4	
Ceiling 'twixt Decks	3 1/2		2 1/4	
Hold Beam Shelves ..				
Deck Beam Ditto ..				

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

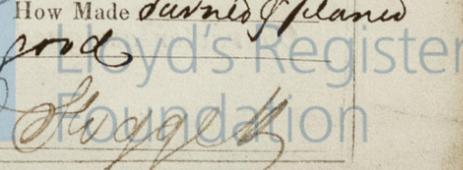
Fastenings	Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule	
	In Ship.	Required	In Ship.	Required	In Ship.	Required
Heel-Knee, & Deadwood abaft		1	1 1/8			
Scarp of Keel, N <sup>o</sup> ..		7/8	7/8			
Keelson Bolts through Keel at each Floor .....		1	1			
Bolts thro' Heels of Timbers against Deadwood .....		7/8	7/8			
Transoms and throats of Hooks		1	1			
Arms of Hooks .....		7/8	7/8		7/8	
Thro' Bilge & Limber Strakes		3/4		3/4		
Thickstuff over Double Floors		3/4		3/4		
Butt End Bolts .....		3/4	3/4		1 1/16	
Pintles of the Rudder .....		2 1/2	2 1/2		2 1/2	
Hold Beam Bolts in Waterway					7/8	7/8
Hold Beam Bolts in Shelf or Clamp					7/8	7/8
Deck Beam Bolts in Waterway					13/16	
Deck Beam Bolts in Shelf or Clamp					13/16	13/16
Nails or Bolts in Flat of Deck					7/8	3/4
Treenails .....					1 1/2	Juniper

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 to 2 Inches. The Space between the Top-Timbers is 2.3 1/2 Inches.  
 The Floors consist of 5 feet Birch & Beech & Juniper The First Foothooks of Juniper  
 The Second Foothooks of Juniper The Third Foothooks and Top Timbers of Juniper  
 The Shifts of the First and Second Foothooks are not less than 3.9 N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are 3.9  
 The Frame is well squared from First Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is good  
 The — Frames are iron bolted together to the Gunwale. 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 a Butt at each end of the chock. The Main piece of Rudder is Juniper of Windlass is Juniper  
 The Keel is Birch The Main Keelson is Oak and Juniper and — free from all defects.  
 The Stem, and Stern Post of Juniper The Transoms, Knight Heads, Hawse Timbers, and Aprons of Juniper Deadwood, of Birch under 2 feet and are — free from all defects.  
 The Deck and Hold Beams of Juniper The Breasthooks of Juniper The Knees of Spruce & Juniper

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is Birch  
 From the above named Height to the Light Water Mark Birch  
 From the Light Water Mark to the Wales Juniper  
 The Wales and Black-strakes are Juniper The Topsides & Sheer-strakes Juniper  
 The Spirketting and Plank-sheers Juniper The Water-ways { Upper Deck Juniper  
 Lower Deck —  
 The Decks Spruce State of good  
 The Shifts of the Planking are not less than 5 Feet 6 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 between, and without step-buttng.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Juniper  
 The Ceiling, Lower Hold, and between Decks Juniper Shelf Pieces and Clamps Juniper  
**Fastenings.**—To Hold Beams Lodging knees of Spruce and Juniper and 9 Pairs of vertical iron knee ridels (3" broad, 4 1/2 at angle 3" at throat bolts, 2" and 1 3/4 at joints of timbers) extending down over the bilges taking two bolts through a substantial part of floor  
 To Hold Beams Lodging knees of Spruce and Juniper and 9 pairs vertical iron knees 3" broad, 4 1/2 at angle 3" at throat bolts.

Number of Breasthooks 5 Juniper Pointers 1 Pair Juniper Crutches 2 and 1 Hook Juniper  
 Butt End Bolts are of Yellow metal in the Bottom. two Bolts in each Butt End one of which is through and clenched.  
 Bilge and Limber Strakes Yellow metal bolted through and clenched. Treenails of Juniper How Made Sawn & Planed  
 Thickstuff over Double Floors Yellow metal bolted through and clenched. General Quality of Workmanship good  
 We certify that the above is a correct description of the several particulars therein given  
 Signature Benj<sup>n</sup> Davies Surveyor's Signature Rich<sup>d</sup> Hoyle



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

N <sup>o</sup> .	She has SAILS.	CABLES, &c.			ANCHORS, &c.		
		Fathoms.	Size.	Tested to. as per Certificate.	N <sup>o</sup> .	Weight. Ex. Stock.	Tested to. as per Certificate.
<u>one</u> <u>quit</u>	Fore Sails,	Chain .....	120	1 3/16		1	12.0.8
	Fore Top Sails,	Hempen Stream-Cable ..				1	12.0.8
	Fore Topmast Stay Sails,	Hawser .....	60	4			
	Main Sails,	Towlines .....					
	Main Top Sails,	Warp .....				1	2.2.8
and	are	All of <u>good</u> quality.					

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

She has one Long Boat and one other

The present state of the Windlass is good Capstan Iron Rudder good Pumps 2 Wood

Order for Special Survey,

No. \_\_\_\_\_ Date \_\_\_\_\_

Order for Ordinary Survey,

No. \_\_\_\_\_ Date \_\_\_\_\_

DATES of Surveys held while building, as per Section 35.

- 1st. When the Frame is completed 22 Jan'y 1869
- 2nd. When the Beams are put in, &c. 19 May 1869
- 3rd. { When completed, and before the plank be painted or payed } 27 July, 16 Sep

General Remarks

The securities are strong and heavily through fastened, and as far as can be seen the planking and ceiling very fairly wrought. The Iron knees and knee riders are considerably in excess of the requirements of Rule Table F and are very well fitted and fastened.

The builder considered the Registered tonnage under deck would not be in excess of 300 tons. The main pieces of Windlass and Rudder are, as stated on the face of the report Juniped, which is allowed by Rule Table A for ships of 300 tons and under only.

The Rudder head is 12x13 and is strong.

In other respects it is submitted she is eligible for her contemplated classification viz J.A.

*Richard Hoggett*

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed \_\_\_\_\_

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

Special .....£ 9 : " : "

Travelling expenses Certificate.....£ 8 : 5 : "

Committee's Minute 21<sup>st</sup> September 1869

Character assigned A - for 7 years

*Richard Hoggett*

