

No. 1538 Survey held at Glasgow Date 27<sup>th</sup> July Rec 1 Aug 1844  
on the New Barque "Vixen" Master James Douglas  
Tonnage 280 old 296 new Built at Glasgow When built 23<sup>rd</sup> July 1844  
By whom built W<sup>m</sup> Hood Rowan & Co Owners Lewis Potter and others  
Port belonging to Glasgow Destined Voyage Clyde to Port Phillip  
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. <u>99</u> Inches.	Extreme Breadth	<u>Amidships</u> Feet. <u>22</u> Inches. <u>7/10</u>	Depth of Hold	Feet. <u>16</u> Inches. <u>4/10</u>			
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	Inches. <u>24</u>	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.	
Floors..... sided	<u>11 1/2</u>	Moulded	<u>11 1/2</u>	Keel to Bilge	<u>3</u>	Foot Waling	<u>3 1/2</u>	
1 <sup>st</sup> Foothooks.....	<u>10</u>	"	<u>10</u>	Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>3 3/4</u>	
2 <sup>nd</sup> Ditto.....	<u>9</u>	"	<u>8 3/4</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>2 1/2</u>	
3 <sup>rd</sup> Ditto.....	<u>8</u>	"	<u>7</u>	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>	
Top Timbers	<u>7</u>	"	<u>6</u> <u>4 3/4</u>	Topsides	<u>3 1/2</u>	Hold Beam Clamps	<u>3 1/4</u>	
Deck Beams .... N°. of <u>15</u>	<u>9</u>	"	<u>6</u>	Sheer Strakes	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3 1/4</u>	
Quarter Deck Beams .... N°. of <u>9</u>	<u>7 1/2</u>	"	<u>7 1/2</u> <u>5</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>	
Hold Beams .... N°. of <u>16</u>	<u>11 1/2</u>	"	<u>11 1/2</u> <u>8 1/2</u>	Water-Ways	<u>8</u>	Hold Beam Shelves	<u>4 1/4</u> <u>x 12</u>	
Keel	<u>11 1/2</u>	"	<u>14</u>	Upper Deck	<u>3</u>	Deck Beam Ditto.....	<u>4 1/4</u> <u>x 12</u>	
Kelsons	<u>12 1/2</u>	"	<u>13</u> <u>4 1/2</u>			Lower deck spunketting	<u>3 1/4</u>	
			Size of Bolts in Fastenings.				Upper deck spunketting	<u>3 1/2</u>
			Copper.				Iron.	Inches.
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u> <u>1 1/6</u>	Inches.			Inches.			
Scarphs of Keel..... N°. —	<u>13/16</u>		Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>1 1/4</u>	<u>15/16</u>	
Floor Timber Bolts	<u>1 1/4</u>		Butt End Bolts	<u>1 1/6</u>	Deck Beam	<u>7/8</u> <u>4</u>	<u>1 1/6</u>	
Kelson ditto	<u>1 1/4</u>		Lower Pintle of the Rudder	<u>3</u>				
Transoms and throats of Hooks	<u>1 1/6</u>				same in Iron above the Copper		<u>1 1/6</u>	
Arms of Hooks	<u>7/8</u>						<u>7/8</u>	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 24 3 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, are composed of African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British and African Oak and are — free from all defects. The Floors and first Foothooks are composed of British and African 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 8 to 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 — free from sap, and from thence downwards, the frame is all well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than 3 to 1/4 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. Cup Chocks and Scarphs. The Main Kelson is composed of Morra and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than Six feet four inches. The Deck and Hold Beams are composed of British and African Oak and Morra.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Quebec Rock Elm. From the first Foothook Heads to the Light Water Mark of American & British Oak. From the Light Water Mark to the Wales of African and British Oak, and East India Teak. The Wales and Black-strakes are of E. I. Oak, African & British Oak & Morra. The Topsides of Pitch Pine & E. I. Teak. The Sheer-strakes, and Plank-sheers of African & British Oak & Morra. The Water-ways of Red Pine. The Decks of Yellow Pine State of New. The Shifts of the Planking are not less than 5 to 6 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 True between

**Planking Inside.**—The Limber-strakes are composed of African Oak the Bilge Planks of Amer. & Brit. Oak. The Ceiling, Lower Hold, of American Oak Between Decks of American Oak, & Pitch Pine. Shelf Pieces of American Oak Clamps of American Oak.

**Fastenings.**—To Hold Beams Iron lodging knees on chocks, and stringers above and below Beams. Deck Beams Iron lodging knees on chocks with stringer, and nine pair of diagonal iron hanging knees. Number of Breasthooks five below & one above deck Pointers two iron aft Crutches one iron aft. Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Yellow Metal bolted through and clenched. General Quality of Workmanship Good Four transom knees

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

Builder's Name

Surveyor's Name



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	1 1/4	3	Bower, { <sup>Cwt 90 lb</sup> 17 " 8 " 6 13 " 2 " 0
1	Fore Top Sails,	90	Hempen Stream Cable .....	7 1/2	1	Stream, 5 " 4 " 0
2	Fore Topmast Stay Sails,	75	Hawser .....	6	2	Kedge, 3 1/2 & 2 1/2 cwt
1	Main Sails,	75	Towlines .....	4 1/2		
2	Main Top Sails,	60	<del>Warp</del> <u>Stream Chain</u> .....	1 3/6		
and well found in the sails			All of <u>Good</u> quality.			

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

She has a Long Boat and Silly Boat and Cig

The present state of the Windlass is good Capstan Good and Rudder good Four lead pumps good  
with patent purchase

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

Laid on in May 1843. Launched 23<sup>rd</sup> July 1844. Surveyed at the three prescribed periods, and at other times specially, while building. Frame English and Welsh oak, and a few of the floors and first futtocks of African oak, good quality, and well squared, built wholly in frame, Shifts of timbers good, Cross Chock, Butt Lipped, and Scarphs. Planking and ceiling of good quality well wrought, and shifted three between, number of Beams, spaces, and fastenings, as described. Two iron pointers, and an iron crutch aft. Belye Butt and fastenings, yellow metal bolts through and clenched on rings Nelson 10 lb through each floor, and clenched on rings on main keel. Four transom knees. Iron nails all dropped in accordance with the Rules. Workmanship and finishing very good, and her stores and furnishings, are complete, and of a good description.

If Sheathed, Doubled, Felted, or Coppered Three Strakes of wood sheathing below the wales, over felt and yellow Metalled over felt and paper to the wales When last done in July 1844.

I am of opinion this Vessel should be Classed "10A1"

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

Special .....£ 14 : " : "

Committee's Minute 2<sup>nd</sup> August 1844

Character assigned A 1 for 10 years



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Foundation