

No. 563 Survey held at Newcastle Date 1st April 1856
on the Schooner Alert Master Wm. Wright
Tonnage 62 Built at Arbroath When built 1825
By whom built James Wright & Co. Owners James Wright & Co.
Port belonging to Newcastle Destined Voyage Coasting
If Surveyed Afloat or in Dry Dock North Shore
Register could not be procured

Length aloft.....	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
Scantlings of Timber.					
Timber and Space.....	each	1 1/2			
Floors.....	sided	1 1/2	Moulded	9	
1 st Foothooks.....	"	1	"	"	
2 nd Ditto.....	"	1	"	"	
3 rd Ditto.....	"	1	"	"	
Top Timbers	"	1	"	5	
Deck Beams	"	8	"	7 1/2	4 1/2
2 Hold Beams	"	8 1/2	"	9	5 1/2
Keel	"	9	"	9	
Kelsons	"	8 1/2	"	15	
Thickness of Plank.					
Outside.			Inside.		
Keel to Bilge	2 1/2		Foot Waling.....	2 1/2	
Bilge Planks	3		Bilge Planks	3	
Bilge to Wales	2 1/2		Ceiling in Flat	2	
Wales	3		Ditto Bilge to Clamp	2	
Topsides	2		Hold Beam Clamps	2	
Sheer Strakes	2 1/2		Deck Beam Ditto.....	2 1/2	
Plank Sheers.....	2 1/2		Ceiling 'twixt Decks	2	
Water-ways	3		Hold Beam Shelves	"	
Upper Deck	2 1/2		Deck Beam ditto	"	
Size of Bolts in Fastenings.					
Copper.		Inches.	Copper.		Inches.
Heel-Knee, and Dead Wood abaft	1		Bolts thro' the Bilge and Foot Waling.....	1	
Scarp of Keel.....	N°.		Butt End Bolts		
Floor Timber Bolts.....			Lower Pintle of the Rudder	2	
Kelson ditto.....					
Transoms and throats of Hooks					
Arms of Hooks					
			Iron.		
			Hold Beam.....	5/16	
			Deck Beam	1/4	
			same in Iron above the Copper		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 0 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Mixed Oak and are fairly free from all defects.
Her Floors and first Foothooks are composed of Oak, Birch & Elm Timber.
Her other Foothooks and Top Timbers of Mixed Oak
Her Shifts of the first and second Foothooks are not less than 0 N.B. When reported by you less than the prescribed Rule, then state how many.
The rest of the Shifts of the Frame are 0
The Frame is reasonably squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is fairly squared some floor waning.
The alternate Frames are not bolted together.
The Butts of the Timbers are 0 close together; their thickness not less than 0 of the entire moulding at that place.
The Frame is 0 chocked with 0 Butt at each end of the chock.
The Main Kelson is composed of Long Oak and the False Kelson of Wm. Do. defective
The Scarphs of the Kelsons are not less than 0 feet 0 inches. own length
The Deck and Hold Beams are composed of Mixed Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Birch & Elm
From the first Foothook Heads to the Light Water Mark of Oak & pine
From the Light Water Mark to the Wales of "
The Wales and Black-strakes are of Mixed Oak
The Topsides of "
The Sheer-strakes of "
The Gunwales of Mixed Oak Water-ways of Oak & pine
The Shifts of the Planking are not less than 3 ft. 6 in. to 5 ft. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. 1, 2, 3, between

Planking Inside.—The Clamps are composed of Mixed Oak the Stringers of "
The Bilge Planks of Elm and the remainder of the Ceiling of Oak, pine & Elm
Fastenings.—To Hold Beams Double Oak lagging knees
Deck Beams Double oak lagging knees with 3 ft. of iron hanging knees
Number of Breasthooks 4 below / above deck Crutches one false to each beam
Butts End Bolts are of Iron in the Bottom, and no Bolt in each Butt End through and clenched.
Bilge and Footwaling not bolted through and clenched.
General Quality of Workmanship Fairly Good

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

Builder's Name

Surveyor's Name Mr. Dappell

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

SAILS. Schooner			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	150	Chain	9/16	2	Bower, { 4-2-0 5-1-2 <i>this one out light</i>
1	Fore Top Sails,	"	Hempen Stream Cable.....	"	1	Stream, = 1" 2" 0
2	Fore Topmast Stay Sails, <i>Gibby</i>	140	Hawser <i>Chain</i>	1/2	1	Kedge, = 0" 3" 0
1	Main Sails,	70	Towlines	5		All of proper weight. <i>yes except out some one light shade be 1" 2" 0 now</i>
1	Main Top Sails, <i>Goff</i>	2	Warp	3 1/2		
and <i>fairly found</i>			All of <u>good</u> quality.			

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

She has One Long Boat and clinker built

The present state of the Windlass is 14 in. Capstan Single Wheel and Rudder Sound

General Remarks—Statement and Date of Repairs.

Done at this Date 1836. Sept 7 at Newcastle
Most all new wales, topside, and pt. Sheer stake
of mixed Oaks and some short timbers in-
troduced (the old frame of timbering mixed
Oak and fairly sound) part Deck beams &
Hooks refastened and the Hull caulked from keel
to gunwale and waterways.

Done at this Date 1837.—

One new hold beam with 4 knees a point
ter round each bow from foremost Deck
beam and meets at centre of Deck hook well

bolted, — the bows partially caulked.
No. 4 false keel rather defective, Deck wains Sun rails begins to show
Age, some knee split in bolting

If Sheathed, Doubled, or Felted,

and Date when last done

Single Bottom

And I am of opinion this Vessel should be Classed

B. 1. — if the Bower Anchor is not considered

The Amount of the Fee.....£

10 : 6 is received by me,

Special

10 : 6

£1-10

8

Ms

Doppelwell

Committee Minute

20th

183

Character assigned

B. 1