

No. 6017 Survey held at Sunderland Date Jan 30/1857  
 on the Brig "New Alice" Master Wm Mc Vicor  
 Tonnage Old 474 Built at Sunderland When built 1856 Launched Jan 1857  
 By whom built John Hill for General Davison Owners J. Davison & Co  
 Port belonging to London Destined Voyage East Indies  
 If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft		Extreme Breadth Outside		Depth of Hold	
Fect.	Inches.	Fect.	Inches.	Fect.	Inches.
131	6	28	6	18	6

  

Scantlings of Timber.				Thickness of Plank.				
TIMBER AND SPACE		Inches.		Outside.		Inside.		
	Inches.	Moulded	Inches. Middle	Inches. Ends	Inches.	Inches.	Inches.	
Floors	28 1/2	13	13	10 1/2	Keel to Bilge	3 1/8	Limber Strakes	4
1st Foothooks	11	"	10 1/2	"	Bilge Planks	4 1/4	Bilge Planks	4 1/2
2nd Ditto	10 1/2	"	15	"	Bilge to Wales	3 7/8	Ceiling in Flat	3
3rd Ditto	9	"	8 1/2	"	Wales	5	Ditto Bilge to Clamp	3
Top Timbers	9	"	6	"	Topsides	4	Hold Beam Clamps	6 1/2
Deck Beams N° 18	4 1/4	"	9	7 1/4	Sheer Strakes	4	Deck Beam Ditto	4 1/4
Deck Beams, length amidships	26 ft 6	"	12	10 1/2	Plank Sheers	4	Ceiling 'twixt Decks	2 1/2
Hold Beams N° 20	4 1/6	"	14 1/2	"	Water-Ways	11 1/4	Hold Beam Sheeting	4 1/2
Hold Beams, length amidships	26 ft 6	"	15	"	Upper Deck	3 1/4	Deck Beam Ditto	
Keel	14 1/2	"	15 1/2	"	Lower Deck			
Scarphs of Ditto	6 ft	"						
Keelsons	14 1/2	"						
Scarphs of Ditto	6 ft 9	"						

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/4		Transoms and throats of Hooks	1 1/8	
Scarphs of Keel N° 8	1		Arms of Hooks	1 5/16	
Keelson Bolts through Keel at each Floor	1 1/8		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 3/16	
Bolts through Heels of Timbers against Deadwood	7/8		Butt End Bolts	3/4	
			Pintles of the Rudder	3	
			Hold Beam Bolts in		
			Waterway	1 5/16	
			Knees	1 1/8	
			Shelf or Clamp	1 5/16	
			Deck Beam Bolts in		
			Waterway	7/8	
			Knees	5/16	
			Shelf or Clamp	7/8	
			Treenails	1 1/4	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2.3 Inches. The Space between the Top-Timbers is 3.6 Inches.  
 The Stem, and Stern Post, consist of Eug Oak  
 The Transoms, Aprons, Knight Heads, and  
 Hawse Timbers of Eug Oak Deadwood, of Eug Oak and are app free from all defects.  
 The Floors consist of Port Oak The First Foothooks of Port Oak Eug Oak Timber.  
 The Second Foothooks of Eug Oak The Third Foothooks and Top Timbers of Eug Oak  
 The Shifts of the First and Second Foothooks are not less than 1/4 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 fairly squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is fairly square  
 The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.  
 The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place.  
 The Frame is crop chocked with no Butt at each end of the chock.  
 The Main Keelson is Green heart and app free from all defects. The Main Keel is Amur Oak & Eug Elm  
 The False Keelson is no  
 The Deck Beams consist of Hettin Oak 9 The Hold Beams of Hettin Oak 9 The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, or to the First Foothook Heads, the Plank is Amur Elm  
 From the above named Height to the Light Water Mark Amur Elm  
 From the Light Water Mark to the Wales Hettin Oak 9  
 The Wales and Black-strakes are Dawsey Oak The Topsides Hettin Oak 9  
 The Sheer-strakes and Plank-sheers Seake & Hettin Oak 9 The Water-ways { Upper Deck Red Pine 10  
 Lower Deck no  
 The Decks 1/2 Pine State of no  
 The Shifts of the Planking are not less than 5 Feet no 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 3 between

**Planking Inside.**—The Limber-strakes are Hettin Oak 10 The Bilge Planks Dawsey Oak 10  
 The Ceiling, Lower Hold, Hettin & Dawsey Oak 10 Between Decks Hettin Oak 10  
 Shelf Pieces no Clamps Hettin & Dawsey Oak 10

**Fastenings.**—To Hold Beams Iron Lodging Knees Sheeting & Clamps Bolted through  
10 pair of Knee sides and 2 pair of Hanging Knees  
 Deck Beams Iron Lodging Knees 6 pair of Staple Standards and 12 pair of Hanging Knees  
 Number of Breasthooks Seven & Stenson Pointers one pair Iron Crutches Five Stenson Knees  
 Butts End Bolts are of 1/2 Metal in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Limber Strakes no bolted through and clenched. Treenails of Eug Oak How Made round  
 Thickstuff over Double Floors no bolted through and clenched. General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Signature Severall Davison Surveyor's Signature Robt. G. Stacey

SLD933-0097



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> .	Weight.
2	Fore Sails,	Chain .....	240 17/16	Bower, .....	3 20.0.0
2	Fore Top Sails,	Hempen Stream Cable .....	75 8 1/2		14.0.0
2	Fore Topmast Stay Sails,	Hawser .....	60 7/8	Stream, .....	1 5.0.8
1	Main Sails,	Towlines .....	75 5 3/4		
2	Main Top Sails,	Warp .....	75 5	Kedge, .....	1 2.0.14
and <u>Others as usual</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging is of Hemp & Wire sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is good Capstan is Rudder good Pumps two Metal

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

Reamed August 5<sup>th</sup>  
Bears in September 26<sup>th</sup>  
Ream'd off November 11<sup>th</sup>

The exterior of this ship including the decks of the bant timbers and the flat of the upper deck is fasten'd with yellow metal to the entire exclusion of iron

*Averall & Davis*

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

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

*Thos. B. Simey*

The Amount of the Fee.....£ 5 : " : " is received by me,

Widow No 506 Special .....£ 23 : 14 : "

Certificate (if required) .....£ " : " : "

Committee's Minute 30<sup>th</sup> Jan'y. 1857

Character assigned 1 for 9 Years



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