

No. 119 Survey held at Leith Date March 25 1843  
 on the Schooner Alice Master Geo. Macdonald  
 Tonnage 81 5/8 Built at Tonsham When built 1834  
 By whom built Thos. Bowden Owners Rebecca Macdonald  
 Port belonging to Leith Destined Voyage London  
 If Surveyed Afloat or in Dry Dock Afloat

119  
 J.A.

Length aloft	55 0	Extreme Breadth	18 0	Depth of Hold	8 7
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each 21	Inches Middle	10	<b>Outside.</b>	<b>Inside.</b>
Floors	sided 9	Moulded	7	Keel to Bilge	Foot Waling 2 1/2
1 <sup>st</sup> Foothooks	" 7	"	"	Bilge Planks	Bilge Planks 3
2 <sup>nd</sup> Ditto	" 7	"	"	Bilge to Wales	Ceiling in Flat 2
3 <sup>rd</sup> Ditto	" 7	"	"	Wales	Ditto Bilge to Clamp 2
Top Timbers	" 5	"	5	Topsides	Hold Beam Clamps
Deck Beams N <sup>o</sup> . of 13	" 8	"	8 5/2	Sheer Strakes	Deck Beam Ditto 2 1/2
Hold Beams N <sup>o</sup> . of	"	"	"	Plank Sheers	Ceiling 'twixt Decks
Keel	"	"	"	Water-Ways	Hold Beam Shelves
Kelsons	" 10	"	10 8	Upper Deck	Deck Beam Ditto
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>		
Heel-Knee, and Dead Wood abaft	Inches	<b>Copper.</b>	Inches	<b>Iron.</b>	Inches
Scarphs of Keel N <sup>o</sup> .		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Floor Timber Bolts		Butt End Bolts		Deck Beam	
Kelson ditto		Lower Pintle of the Rudder		same in Iron above the Copper	
Transoms and throats of Hooks					
Arms of Hooks					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is about 3 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of Je. Timber. The other Foothooks and Top Timbers of Je. The Shifts of the first and second Foothooks are not less than          N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are          The Frame is          squared from the first Foothook Heads upwards, and          free from sap, and from thence downwards, the frame is          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          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 English Oak and the False Kelson of          The Scarphs of the Kelsons are not less than 0 feet          inches. The Deck and Hold Beams are composed of English Oak

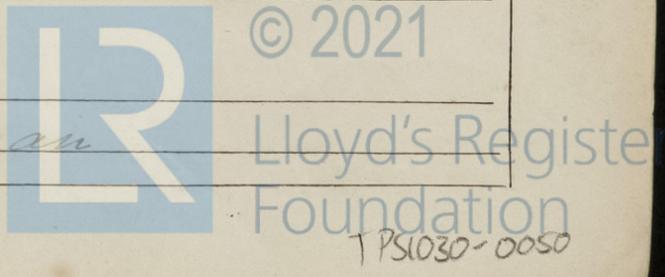
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Elm (repeated) From the first Foothook Heads to the Light Water Mark of English Oak From the Light Water Mark to the Wales of Je. The Wales and Black-strakes are of Je. The Topsides of English Oak The Sheer-strakes and Plank-sheers of Je. The Water-ways of Je. The Decks of Red Pine State of Good The Shifts of the Planking are not less than 4 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 243 between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak The Ceiling, Lower Hold, of English Oak Between Decks of Je. Shelf Pieces of          Clamps of Je.

**Fastenings.**—To Hold Beams Deck Beams Loopy & Lockey Nails & four diagonal iron Nails Number of Breasthooks 4 Pointers          Crutches          Butts End Bolts are of          in the Bottom, and          Bolt in each Butt End through and clenched. Bilge and Footwaling          bolted through and clenched. General Quality of Workmanship very Good

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

Builder's Name           
 Surveyor's Name John Wilson



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,	140	Chain .....	3/4	2	Bower, 5 Cwt each
2	Fore Top Sails,	70	Hempen Stream Cable .....	6	1	Stream, 2 Cwt 2 lbs
1	Fore Topmast Stay Sails,	70	Hawser .....	4 1/2	1	Kedge, 1-1-8 3 lbs
1	Main Sails,	70	Towlines .....	3 1/2		
1	Main Top Sails,	70	Warp .....	2 1/2		
and <u>all the necessary</u>			All of <u>Good</u> quality.			

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

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is Good Capstan Good and Rudder Good

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

*This is a well Built little vessel, She is in good order, and fit to carry dry & perishable Cargoes*

*Please to send a Certificate of Classification*

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

I am of opinion this Vessel should be Classed 10 Years A 1 from her first Build

The Amount of the Fee.....£ : 10 : is received by me, John Holman  
*new* Certificate 50  
 Special .....£ : : \_\_\_\_\_

Committee's Minute 31<sup>st</sup> March 1843

Character assigned A 1 from her  
John Holman