

No. 3171 Survey held at Sunderland Date March 1847
 on the Barque "Walter Monice" Master D^r Monice
 Tonnage 522 or 446 Built at Sunderland When built 1847
 By whom built L. Gales. Owners A. Hallett & Co.
 Port belonging to London Destined Voyage New York
 If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet.	126	Inches.	4	Extreme Breadth	Feet.	31	Inches.	4	Depth of Hold	Feet.	21	Inches.	4	
Scantlings of Timber.					Thickness of Plank.										
Timber and Space	each	14	Inches.		Inches Middle	Inches Ends	Outside.			Inches.	Inside.			Inches.	
Floors	sided	3 1/4	Moulded	3 3/4	12		Keel to Bilge	3 1/2		Foot Waling	4				
1 st Foothooks	"	11	"	11			Bilge Planks	5		Bilge Planks	4 1/4				
2 nd Ditto	"	11	"	10			Bilge to Wales	4 1/2	3 1/4	Ceiling in Flat	3				
3 rd Ditto	"	10 1/2	"	9			Wales	5		Ditto Bilge to Clamp	3 1/8				
Top Timbers	"	9 1/2	"	6			Topsides	3		Hold Beam Clamps	4				
Deck Beams N ^o 23	Average Space	3 to 4 1/2	"	10 1/4	6 3/4		Sheer Strakes	4 1/8		Deck Beam Ditto	3 1/2				
Hold Beams N ^o 19	Average Space	4 1/2	"	13	10		Plank Sheers	4		Ceiling 'twixt Decks	2 1/2				
Keel	"	13 1/4	"	10			Water-Ways	8 3/4		Hold Beam Shelves	6				
Kelsons	"	14 1/2	"	22			Upper Deck	3 1/4		Hold Beam Bracketting	22 by 3 1/2				
Copper or Iron.					Size of Bolts in Fastenings, distinguishing whether									Iron.	
Heel-Knee, and Dead Wood abaft	1 1/8		Copper or Iron.												
Scarphs of Keel	N ^o 10	1	Bolts thro' the Bilge and Foot Waling	1 1/2		Hold Beam	1 1/8								
Floor Timber Bolts	1 1/8		Butt End Bolts	3/4		Deck Beam	1 1/8								
Kelson ditto	1 1/8		Lower Pintle of the Rudder	3 1/2											
Transoms and throats of Hooks	1 1/8														
Arms of Hooks	1 1/8														

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1/2 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng & Afr Oak and are appy free from all defects.
 The Floors and first Foothooks are composed of Eng Oak Timber.
 The other Foothooks and Top Timbers of Eng Oak
 The Shifts of the first and second Foothooks are not less than 1 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 well squared.
 The alternate Frames are all bolted together. to top of the wales 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 a Butt at each end of the chock.
 The Main Kelson is composed of Seake and the False Kelson of Hetting Oak
 The Scarphs of the Kelsons are not less than 4 feet 6 inches.
 The Deck and Hold Beams are composed of Afr & Eng Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Green Elm
 From the first Foothook Heads to the Light Water Mark of Sawrig Oak
 From the Light Water Mark to the Wales of Seake Eng & Afr Oak
 The Wales and Black-strakes are of Seake Eng & Afr Oak The Topsides of Seake Eng & Afr Oak
 The Sheer-strakes and Plank-sheers of Seake Eng & Afr Oak The Water-ways of Red Pine
 The Decks of Red Pine State of _____
 The Shifts of the Planking are not less than 5 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 Three between _____

Planking Inside.—The Limber-strakes are composed of Eng Oak the Bilge Planks of Sawrig & Afr Oak
 The Ceiling, Lower Hold, of Sawrig Hetting & Afr Oak Between Decks of Hetting & Sawrig Oak & Seake
 Shelf Pieces of Sawrig Oak Clamps of Sawrig Oak
Fastenings.—To Hold Beams Lodging Staple Knees, Shelf on top and 10 pair of Iron Hanging Knees
 Deck Beams Lodging Staple Knees 6 pair of Staple Standards and 11 pair of Iron Hanging Knees
 Number of Breasthooks Eng & Stenson Pointers one pair For Iron Crutches Two Iron Knees on each side
 Butts End Bolts are of Y. Metal in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling is well 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 Wm. Gales Surveyor's Signature Jos. B. Smiley

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	240	Chain	19/16	3	Bower,	25.3.0. 24.1.17. 26.1.0.
1	Fore Top Sails,	70	Hempen Stream Cable	8	1	Stream,	6.1.9
2	Fore Topmast Stay Sails,	60	Hawser	1	1	Kedge,	2.1.15
1	Main Sails,	90	Towlines	6			
2	Main Top Sails,	80	Warp	5			
and <u>others as usual</u>			All of <u>good</u> quality.				

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

She has one Long Boat and three other boats

The present state of the Windlass is good Capstan & Winch and Rudder & Seaces good & sufficient
patent purchase

General Remarks—Statement and Date of Repairs.

Surveyed on the $\frac{2}{9}$ $\frac{2}{9}$ $\frac{24}{10}$ $\frac{2}{11}$ $\frac{7}{11}$ $\frac{11}{11}$ $\frac{16}{11}$ $\frac{2}{12}$ $\frac{29}{12}$ $\frac{11}{1}$ $\frac{4}{2}$ $\frac{9}{2}$ $\frac{11}{3}$

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

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

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ : :

Certificate (if required)£ : :

Committee's Minute 16th March 1847

Character assigned A 1



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