

No. 6256 Survey held at Sunderland Date July 18th 1857
on the "Mayflower" Master J. Woodworth
Tonnage Old 262 Built at Sunderland When built 1857 Launched July 4th
By whom built J. J. Alcock Owners Matthews & Co.
Port belonging to Sunderland Destined Voyage Alexandria
If Surveyed while Building, Afloat, or in Dry Dock Whilst building

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.			Depth of Hold	Feet.			Inches.		
	Sided.	Moulded.	Required per Rule.	Sided.	Moulded.	Required per Rule.		Sided.	Moulded.	Required per Rule.	Sided.	Moulded.	Required per Rule.		Sided.	Moulded.	Required per Rule.	Sided.	Moulded.	Required per Rule.
109	4	4	4	25	0	0	25	15	3	3	15	3	3	15	3	3	15	3	3	3
Scantlings of Timber.																				
TIMBER AND SPACE										Thickness of Plank.										
Floors	24	11 1/2	10	9 1/2	9 1/2	8 1/2	Garboard Strakes	3 1/4	3	Limber Strakes	4	3 1/4								
1 st Foothooks	10	10	9	8 1/4	8 1/4	7 1/2	Garboard to Bilge	3 1/4	3	Bilge Planks	4 1/2	3 1/4								
2 nd Ditto	9	9	8	7 1/2	7 1/2	6 1/2	Bilge to Wales	3 1/4	3	Ceiling in Flat	2 3/4	2 1/2								
3 rd Ditto	8 1/2	8 1/2	7 1/2	7	7	6	Wales	4 1/2	4 1/4	Ditto Bilge to Clamp	3	2 1/2								
Top Timbers	8 1/2	8 1/2	7 1/2	7	7	6	Topsides	3 1/2	3 1/2	Hold Beam Clamps	4 1/2	3 1/2								
Deck } No. 20 Average Space } 49	8 1/2	8 1/2	7 1/2	7	7	6	Sheer Strakes	3 1/2	3 1/2	Deck Beam Ditto	3 3/4	3 1/2								
Deck Beams, length amidships	23 feet						Plank Sheers	3 1/2	3	Ceiling 'twixt Decks	2 1/4	2 1/4								
Hold } No. 16 Average Space } 46	11 1/2	11 1/2	9 1/4	11	11	9 1/4	Water } Upper Deck	5 3/4	5	Hold Beam Shelves										
Hold Beams, length amidships	23 feet						Ways } Lower Deck	4 1/2	3 1/2	Deck Beam Ditto										
Keel	12 1/4	14		11 1/4	11 1/4		Ditto, faying surface against Timbers	5 3/4	5											
Scarp of Ditto	14	14		12 1/4	12 1/4		Upper Deck	3	2 1/2											
Keelsons	14	14		12 1/4	12 1/4															
Scarp of Ditto	5 1/6			5 1/6	5 1/6															

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

Heel-Knee, and Deadwood abaft	Copper or Iron.			Transoms and throats of Hooks	Copper or Iron.			Hold Beam Bolts in	Copper or Iron.		
	Inches in Ship.	Inches required per Rule.			Inches in Ship.	Inches required per Rule.			Inches in Ship.	Inches required per Rule.	
Scarp of Keel	7 1/2	1 1/6		Arms of Hooks	7 1/2	1 1/6		Knees	7 1/2	1 1/6	
Keelson Bolts through Keel at each Floor	1	1 1/6		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	7 1/2	1 1/6		Shelf or Clamp	7 1/2	1 1/6	
Bolts through Heels of Timbers against Deadwood	3 1/4	1 1/6		Butt End Bolts	2 1/2	1 1/6		Waterway	7 1/2	1 1/6	
				Pintles of the Rudder	2 1/2	1 1/6		Deck Beam Bolts in	7 1/2	1 1/6	
								Knees	7 1/2	1 1/6	
								Shelf or Clamp	7 1/2	1 1/6	
								Nails or Bolts in Flat of Deck	7 1/2	1 1/6	
								Treenails	7 1/2	1 1/6	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16.3 Inches. The Space between the Top-Timbers is 36.5 Inches.

The Floors consist of German & Eng^l oak The First Foothooks of German & Eng^l oak

The Second Foothooks of English oak The Third Foothooks and Top Timbers of English oak

The Shifts of the First and Second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is well squared from the First Foothook Heads upwards, and will free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together to the Gunwale.

N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock.

The Main piece of Rudder is Eng^l oak

The Main Keelson is Greenheart and is free from all defects. The Main piece of Windlass is Eng^l oak

The Stem, and Stern Post, consist of English oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English oak Deadwood, of American elm and are free from all defects.

The Deck and Hold Beams consist of German oak The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American elm

From the above named Height to the Light Water Mark American elm and Bantye oak

From the Light Water Mark to the Wales Bantye oak

The Wales and Black-strakes are Bantye oak The Topsides Bantye oak

Sheer-strakes and Plank-sheers Teak & Bantye oak The Water-ways

Upper Deck German oak

Lower Deck do

Decks Yellow pine State of good

Shifts of the Planking are not less than 5 Feet 0 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 thick between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Bantye oak

Ceiling, Lower Hold, and between Decks Bantye oak Shelf Pieces and Clamps Bantye oak

Fastenings.—To Hold Beams Horizontal iron staple hooks, and seven

pairs of iron knee pieces.

Deck Beams Horizontal iron staple hooks, and eight pairs of

iron hanging nails.

Number of Breasthooks 5 of iron Pointers one pair Crutches one

Butt End Bolts are of Y.M. 8 10 ft. in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English oak How Made circular

Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature J. J. Alcock Surveyor's Signature Thomas Lawrence

John Alcock Thos. Lawrence

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 .	Weight.
2	Fore Sails,	Chain	200 1/4	1	14.3.8
2	Fore Top Sails,	Hempen Stream Cable	80 8	1	14.1.20
2	Fore Topmast Stay Sails,	Hawser	60 7/8	1	13.0.12
1	Main Sails,	Towlines	80 5 1/2		
1	Main Top Sails,	Warp	80 4 1/2	1	4.0.2
and <u>others as usual</u>		All of <u>good</u> quality.		1	1.3.12

Her Standing and Running Rigging also sufficient in size and good in quality.

She has 2 Long Boat and one other

The present state of the Windlass is secure Capstan winch Rudder and Pumps efficient

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>May 5th</u>
	2nd. When the Beams are put in, &c.	<u>June 1st</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>June 25th</u>

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Yellow metal sheathing When last done now

I am of opinion this Vessel should be Classed S.A.1.

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

Order No 656 Special£ 13 : 2 : "

Certificate£ " : " : "

Committee's Minute 30th October 1857

Character assigned A 1st 8 Years

Thomas Lawrence

Wm. Marshall



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