

No. 6256 Survey held at Sunderland Date July 18th 1857
 on the "Mayflower" Master J. Woodworth
 Tonnage Old _____ 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
 Surveyed while Building, Afloat, or in Dry Dock Whilst building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	109	4	25	0		15	3							
Scantlings of Timber.														
TIMBER AND SPACE	24	11 1/2	10	9 1/2	9 1/2	8 1/2	8 1/2	7 1/2	7	5	4 1/2	4	3 1/2	3 1/2
Floors	11 1/2	11 1/2	10	9 1/2	9 1/2	8 1/2	8 1/2	7 1/2	7	5	4 1/2	4	3 1/2	3 1/2
1 st Foothooks	10	10	9	8 1/2	8 1/2	7 1/2	7 1/2	6 1/2	6 1/2	5	4 1/2	4	3 1/2	3 1/2
2 nd Ditto	9	9	8	7 1/2	7 1/2	6 1/2	6 1/2	5 1/2	5 1/2	4 1/2	4	3 1/2	3 1/2	3 1/2
3 rd Ditto	8 1/2	8 1/2	7 1/2	7	7	6 1/2	6 1/2	5 1/2	5 1/2	4 1/2	4	3 1/2	3 1/2	3 1/2
Top Timbers	8 1/2	8 1/2	7 1/2	7	7	6 1/2	6 1/2	5 1/2	5 1/2	4 1/2	4	3 1/2	3 1/2	3 1/2
Deck Beams, length amidships	23 feet													
Hold Beams, length amidships	23 feet													
Keel	12 1/2	14	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Scarphs of Ditto	14	14	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Keelsons	14	14	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Scarphs of Ditto	14	14	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2

Thickness of Plank	INCHES.		Outside	INCHES.		Inside	INCHES.	
	In Ship	Required per Rule		In Ship	Required per Rule		In Ship	Required per Rule
Garboard Strakes	3 1/4	3	Limber Strakes	4	3 1/4	Garboard to Bilge	3 1/4	3
Bilge Planks	5	3	Bilge to Wales	3 1/4	3	Ceiling in Flat	2 3/4	2 1/2
Wales	4 1/2	4 1/4	Wales	4 1/2	4 1/4	Ditto Bilge to Clamp	3	2 1/2
Topsides	3 1/2	3 1/2	Water - Upper Deck	5 3/4	5	Hold Beam Clamps	4 1/2	3 1/2
Plank Sheers	3 1/2	3	Water - Lower Deck	4 1/2	3 1/2	Deck Beam Ditto	3 3/4	3 1/2
Upper Deck	3	2 1/2	Ditto, faying surface against Timbers	5 3/4	5	Ceiling 'twixt Decks	2 1/4	2 1/4
Lower Deck	4 1/2	3 1/2	Upper Deck	3	2 1/2	Hold Beam Shelves	2 1/4	2 1/4
Ditto, faying surface against Timbers	5 3/4	5				Deck Beam Ditto		

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

Heel-Knee, and Deadwood abaft	Scarphs of Keel	Keelson Bolts through Keel at each Floor	Bolts through Heels of Timbers against Deadwood	Transoms and throats of Hooks	Arms of Hooks	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	Butt End Bolts	Pintles of the Rudder	Hold Beam Bolts in	Deck Beam Bolts in	Nails or Bolts in Flat of Deck	Treenails
9 1/2	7	1	3/4	9 1/2	7	9 1/2	2 1/2	2 1/2	1 1/2	1 1/2	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16 3/4 Inches. The Space between the Top-Timbers is 3 1/2 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 well 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 1/2 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 Bantyc oak
 From the Light Water Mark to the Wales Bantyc oak
 The Wales and Black-strakes are Bantyc oak The Topsides Bantyc oak
 Sheer-strakes and Plank-sheers Teak & Bantyc 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 piece between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Bantyc oak
 Ceiling, Lower Hold, and between Decks Bantyc oak Shelf Pieces and Clamps Bantyc oak

Fastenings.—To Hold Beams Horizontal iron staple bars, and seven pairs of iron brace sides.
 Deck Beams Horizontal iron staple bars, and eight pairs of iron hanging bars.
 Number of Breasthooks 5 of iron Pointers one pair Crutches one
 Butt End Bolts are of 9 M 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 W. H. Marshall

SLD933-0268

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

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	2nd. When the Beams are put in, &c.	3rd. { When completed, and before the plank be painted or payed }
	<u>May 5th</u>	<u>June 1st</u>	<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.I.

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

Order No 656 Special£ 13 : 2 : "

Certificate£ " : " : "

James Lawrence

W. Marshall

Committee's Minute 30th October 1857

Character assigned A 1st 8 Years

