

No. 656 Survey held at Sunderland Date Feb 9 18 1859
on the Barge "Merry Monarch" Master Frost
Tonnage New 334 Built at Sunderland When built 1859 Launched 3^d Feb 2
By whom built Mr J. T. Alcock Owners J. G. & W. Hill
Port belonging to Sunderland Destined Voyage New York
If Surveyed while Building, Afloat, or in Dry Dock in Building

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.			Depth of Hold	Feet.			Inches.		
	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.		Sided.	Middle.	Ends.	Sided.	Middle.	Ends.		Sided.	Middle.	Ends.	Sided.	Middle.	Ends.
Scantlings of Timber.																				
TIMBER AND SPACE	24			24																
Floors	11 1/2	11 1/2	9 1/2	10 3/4	10 3/4	10 3/4														
1 st Foothooks	9 1/2	9 1/2		10 3/4	10 3/4															
2 nd Ditto	9	9		10	10															
3 rd Ditto	10 1/2	10	5 1/2	7 1/4		5 1/2														
Top Timbers	10 1/2		5 1/2	7 1/4		5 1/2														
Deck } N ^o 22 Average } 4 1/2 Beams } Space }	10 1/2	10 1/2	7 1/4	10 1/2	10 1/2	7														
Deck Beams, length amidships	24 feet																			
Hold } N ^o 100 Average } 4 1/2 Beams } Space }	11 1/2	11 1/2	9 1/2	11 1/2	11 1/2	9 1/2														
Hold Beams, length amidships	24 feet																			
Keel	13 1/2	13 1/2	13 1/2	11 1/2	11 1/2	11 1/2														
Scarp of Ditto	7 feet			5 1/2																
Keelsons	13 1/2	13 1/2	13 1/2	11 1/2	11 1/2	11 1/2														
Scarp of Ditto	6 1/2			5 1/2																

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

	Copper Inches required in Ship.	Inches required per Rule	All of Yellow Metal	Copper Inches required in Ship.	Inches required per Rule		Waterway ..		
Heel-Knee, and Deadwood abaft	1 1/2	1 1/2		1	1	Hold Beam Bolts in	Knees	1 x 7/8	1 x 7/8
Scarp of Keel..... N°. 10	2/3	2/3		2/3	2/3		Shelf or Clamp	7/8	7/8
Keelson Bolts through Keel at each Floor	1	1		3/4	3/4	Deck Beam Bolts in	Waterway ..	1 1/2	1 1/2
							Knees	2 x 1 1/2	2 x 1 1/2
Bolts through Heels of Timbers against Deadwood	3/4	—		3/4 x 1/16	3/4 x 1/16		Shelf or Clamp	1 1/2	1 1/2
				1 5/8	2 5/8	Nails or Bolts in Flat of Deck ...		2 x 2	—
						Treenails Inches		1 1/4	1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16 1/2 Inches. The Space between the Top-Timbers is 8 to 4 Inches.
The Floors consist of German & Eng^l Oak The First Foothooks of East German & Eng^l Oak, midships, Eng^l Oak and
The Second Foothooks of Eng^l Oak The Third Foothooks and Top Timbers of Eng^l 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 fairly squared from the First Foothook Heads upwards, and fairly 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 cross chocked with no Butt at each end of the chock. The Main piece of Rudder is Eng^l Oak
The Main Keelson is Eng^l Oak and app^l free from all defects. The Main piece of Windlass is Eng^l Oak
The Stem, and Stern Post, consist of Eng^l Oak The Transoms, Aprons, Knight Heads, and
Hawse Timbers of Eng^l Oak Deadwood, of Eng^l Oak from 1/2 up and app^l free from all defects.
The Deck and Hold Beams consist of German & Eng^l Oak The Breasthooks of Iron & Ger^l Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Amer^l elm
or to the First Foothook Heads
From the above named Height to the Light Water Mark Amer^l elm and German oak
From the Light Water Mark to the Wales German oak
The Wales and Black-strakes are Ger^l Oak The Topsides Ger^l Oak
The Sheer-strakes and Plank-sheers Ger^l Oak The Water-ways { Upper Deck Ger^l Oak
Lower Deck
The Decks Yellow Pine State of Good
The Shifts of the Planking are not less than Two 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, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are German Oak
The Ceiling, Lower Hold, and between Decks Ger^l Oak Shelf Pieces and Clamps Ger^l Oak
Fastenings.—To Hold Beams Iron staple knees, seven pair of knee pieces, and one pair
Deck Beams Iron staple knees, and one pair of iron hanging knees
Number of Breasthooks Two Pointers One pair Crutches One
Butts End Bolts are of G. Metal in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng^l Oak How Made Circular
Thickstuff over Double Floors 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 John Alcock Surveyor's Signature Thomas Lawrence

1200-436475

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 5/16	3	15-0-7
2	Fore Top Sails,		Hempen Stream Cable	75	1		15-0-0
2	Fore Topmast Stay Sails,		Hawser	60	3/4	1	14-2-0
1	Main Sails,		Towlines	75	6		3-2-0
1	Main Top Sails,		Warp	45	5		
and <u>others as usual</u>			All of <u>good</u> quality.			1	2-0-14

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

She has 1 Long Boat and two others

The present state of the Windlass is secure Capstan Quick 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>Aug^r 19th 1857</u>
	2nd. When the Beams are put in, &c.	<u>Sept^r 22nd "</u>
	3rd. { When completed, and before the } { plank be painted or payed }	<u>Jan^y 24th 1859</u>

The Rules, Sec^o 46 are fully complied with in this vessel, allowing an additional period of one year for yellow metal fastenings, to the entire exclusion of iron-

John Alcock.

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

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

I am of opinion this Vessel should be Classed 1st

The Amount of the Fee.....£ 4 : " : " is received by me,

Order No. 782 Special£ 16 : 14 : "

Certificate£ " : " : "

Committee's Minute 11th Dec^r 1859

Character assigned 1 for 9 years



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