

No. 656 Survey held at Sunderland Date Feb 9 18 1859 Rec 11/2/59 156pp
 on the Barque "Merry Monarch" Master Frost
 Tonnage Old Built at Sunderland When built 1859 Launched 3^d Feb 18
 By whom built Mr J. T. Alcock Owners J. G. & W. Hill
 Port belonging to Sunderland Destined Voyage New York
 Surveyed while Building, Afloat, or in Dry Dock in Building

Length aloft	Feet. Inches.		Extreme Breadth Outside						Feet. Inches.		Depth of Hold		Feet. Inches.		
	116		Sided		Moulded		Sided		Moulded		25		16	9	
Scantlings of Timber.															
TIMBER AND SPACE	24				24										
Floors	11 1/2	11 1/2	9 1/2	10 1/4	10 1/4	10 3/4									
1 st Foothooks	9 1/2	9 1/2		10 3/4	10 3/4										
2 nd Ditto	9	9		11	11										
3 rd Ditto	10 1/2	11	5 1/4	7 1/4		5 1/4									
Top Timbers	10 1/2		5 3/4	7 1/4		5 1/4									
Deck Beams, length amidships	24 feet														
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	15	13 1/2	11 1/2	12 1/2	12 1/2									
Scarp of Ditto	6 1/2			5 1/2											

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

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16 1/2 Inches. The Space between the Top-Timbers is 3 to 4 Inches.
 The Floors consist of German & Eng^l Oak The First Foothooks of part German & Eng^l oak, midships, Eng^l oak abaft
 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 squared
 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 3/4 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 top and down to 1/2 m below and are app^l free from all defects.

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

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

She has a 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	2nd. When the Beams are put in, &c.	3rd. { When completed, and before the plank be painted or payed }
	<u>Aug^r 19th 1850</u>	<u>Sept^r 22nd "</u>	<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 : " J.L.

Certificate£ " : " : "

Committee's Minute 11th July 1859

Character assigned 1 for 9 Years



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