

No. 91 Survey held at Barnstable Date 9 Nov 1839  
 on the Schooner Monarch Master Rich<sup>d</sup> Hestnall  
 Tonnage 106 Built at Barnstable When built 1839  
 By whom built John Westcott Owners Capt<sup>n</sup> B. C.  
 Port belonging to Barnstable Destined Voyage Coasting  
 If Surveyed Afloat or in Dry Dock on the stocks

91  
 J. B.

Length aloft	71	6	Extreme Breadth	19	9	Depth of Hold	11	4	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>						
Timber and Space	each	22	Inches Middle	Inches Ends	<b>Outside.</b>	Inches	<b>Inside.</b>	Inches	
Floors	sided	11	Moulded	12	11	Keel to Bilge	2 1/2	Foot Waling	2 1/2
1 <sup>st</sup> Foothooks	"	9	"	11	8	Bilge Planks	4 1/2	Bilge Planks	3 1/2
2 <sup>nd</sup> Ditto	"	7 1/2	"	8	6 1/2	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto	"	5	"	6	5	Wales	4	Ditto Bilge to Clamp	2
Top Timbers	"	6 1/2	"	6	5	Topsides	2 1/2	Hold Beam Clamps	3
Deck Beams	N <sup>o</sup> . of 16	9	"	9	6	Sheer Strakes	3	Deck Beam Ditto	3
Hold Beams	N <sup>o</sup> . of 3	9 1/2	"	9 1/2		Plank Sheers	3	Ceiling 'twixt Decks	2
Keel	"	11	"	14		Water-Ways	5	Hold Beam Shelves	
Kelsons	"	13	"	16		Upper Deck	2 1/2	Deck Beam Ditto	
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>						
Heel-Knee, and Dead Wood abaft	Inches	1/8	<b>Copper.</b>	Inches	<b>Iron.</b>	Inches			
Scarphs of Keel	N <sup>o</sup> . 6	7/8	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	7/8			
Floor Timber Bolts		1 1/8	Butt End Bolts	5/8	Deck Beam	7/8			
Kelson ditto		1 1/8	Lower Pintle of the Rudder	2 1/4					
Transoms and throats of Hooks		1 1/8							
Arms of Hooks		7/8							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of best English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of English oak Timber. The other Foothooks and Top Timbers of English oak. The Shifts of the first and second Foothooks are not less than three feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 1/2 feet. The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is well bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 2/3 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of English oak and the False Kelson of English oak. The Scarphs of the Kelsons are not less than nine feet inches. The Deck and Hold Beams are composed of English oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Elm & English oak. From the first Foothook Heads to the Light Water Mark of all English oak. From the Light Water Mark to the Wales of English oak. The Wales and Black-strakes are of English oak. The Topsides of English oak. The Sheer-strakes and Plank-sheers of English oak. The Water-ways of English oak. The Decks of Red East-India State of Very Good. The Shifts of the Planking are not less than five 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 strakes between

**Planking Inside.**—The Limber-strakes are composed of English oak the Bilge Planks of English oak. The Ceiling, Lower Hold, of all English oak Between Decks of English oak. Shelf Pieces of English oak Clamps of English oak.

**Fastenings.**—To Hold Beams Fourteen to each well bolted with 3/4 & 7/8 Iron. Deck Beams wood knees well bolted with 3/4 & 7/8 Iron. Number of Breasthooks Four Pointers Four Crutches Four. Butts End Bolts are of 5/8 Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling 3/4 Copper bolted through, and clenched. General Quality of Workmanship Very Good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name John Westcott  
 Surveyor's Name James Bowen



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		wt
2	Fore Sails,	160	Chain	1	1	Fore Bower	8" 1" 0
1	Fore Top Sails,	80	one 3/16	15/16	2	Bowery	7" 3" 0
1	<del>Fore Topmast Stay Sails,</del>	80	one 1/4" 1/16	8	1	Stream,	4" 2" 0
1	Main Sails,	80	Hawser	6	1	Kedge	2" 1" 0
1	Main Top Sails,	160	Towlines	1/2	1		1" 0
	and all other necessary Sails		Warp	3 1/2			
			All of <u>good</u> quality.				

Her Standing and Running Rigging all new sufficient in size and Very Good in quality.

She has one Long Boat and a Jolly Boat

The present state of the Windlass is Good Capstan \_\_\_\_\_ and Rudder Good

**General Remarks—Statement and Date of Repairs.**

*This Vessel built and found with the best material*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A1 12 Years

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, James Brown

Special .....£ : :

Committee's Minute 24/10/18

Character assigned A1 for 12 Years

*[Signature]*



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