

Rec 21 July 73

No. 1773 Survey held at Bowling Date 8th Aug 1883
on the Barque "Monarch" Master James Mercer
Tonnage 170 1/2 Built at Glasgow When built 1840
By whom built Hetherwick & Rankin Owners Brownlie & Co
Port belonging to Glasgow Destined Voyage India
If Surveyed Afloat or in Dry Dock in the Ship

Length aloft	Feet. 98	Inches.	Extreme Breadth	Feet. 19	Inches. 6	Depth of Hold	Feet. 11	Inches. 3/10
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	24	Outside.			Inside.		
Floors	sided	8	Moulded	8 1/2	7 1/2	Keel to Bilge	3	Foot Waling <u>2 1/2</u> <u>Nelsons</u>
1st Foothooks	"	7	"	8	7	Bilge Planks	4 1/2	Bilge Planks
2nd Ditto	"	7	"	7	6 1/2	Bilge to Wales	3 1/2	Ceiling in Flat <u>Plat form</u>
3rd Ditto	"	"	"	"	"	Wales	4	Ditto Bilge to Clamp
Top Timbers	"	6	"	6 1/2	4	Topsides	2 1/2	Hold Beam Clamps <u>Spiral binding</u>
Deck Beams	N°. of <u>20</u>	8	"	8	5	Sheer Strakes	3 1/2	Deck Beam Ditto
Hold Beams	N°. of <u>6</u>	8	"	8	6	Plank Sheers	3	Ceiling 'twixt Decks
Keel	"	12	"	11 1/2	"	Water-Ways	5	Hold Beam Shelves
Kelsons	<u>5 in number</u>	11 1/2	"	12 1/2	"	Upper Deck	2 1/2	Deck Beam Ditto
Copper. & Iron			Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft	1 1/2	"	Copper. & Iron					
Scarp of Keel	N°. <u>7</u>	1/2	Bolts thro' the Bilge and Foot Waling	3/4	"	Hold Beam	2 1/2	"
Floor Timber Bolts	1 1/2	"	Butt End Bolts	3/8	"	Deck Beam	1 1/4	"
Kelson ditto	1 1/2	"	Lower Pintle of the Rudder	3	"	same in Iron above the Copper		
Transoms and throats of Hooks	1	"						
Arms of Hooks	1/2	"						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is close Inches. The Space between the Top-timbers is 3 1/4 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British & Quebec Oak and are free from all defects. The Floors and first Foothooks are composed of British Spruce Oak, 3 3/4 in Elm Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 2 feet 6 inches & 3 feet 3 in. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared & free from Sap. The ~~Frames~~ Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1 1/2 of the entire moulding at that place. The Frame is cross chocked with Butt at each end of the chock. The Main Kelson is composed of Quebec white Oak and the ~~False~~ other Kelsons of Red Pine. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of Foreign White Oak & Surch timber.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American & Scotch Elm & Beach. From the first Foothook Heads to the Light Water Mark of Red Pine. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of American Elm & Red Pine. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of American Elm & British Oak. The Water-ways of Red Pine. The Decks of Yellow Pine State of good & all new. The Shifts of the Planking are not less than 4 1/2 Feet 5 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 2 1/3 Strakes between

Planking Inside.—The ~~Timber~~ ^{Sister Kelsons} ~~strakes~~ are composed of Red Pine the Bilge Planks of Red Pine. The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine. Shelf Pieces of Quebec white Oak Clamps of Red Pine.

Fastenings.—To Hold Beams Shelf pieces & Double iron bolting knees. Deck Beams Shelf pieces & Chocks dovetailed to beams. Single iron bolting knees & pair of iron. Number of Breasthooks four Pointers one pair Crutches one. Butts End Bolts are of 3 iron & copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling 1/4 inch iron bolted through and clenched. General Quality of Workmanship good.

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

Builder's Name W. D. Robertson
Surveyor's Name W. D. Robertson

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 .		
2	Fore Sails,	180	Chain	1 1/2	2	Bower,	10 1/2 lb - 9 1/2 lb
1	Fore Top Sails,	50	Hemp Stream Cable	7/8	1	Stream,	5 -
2	Fore Topmast Stay Sails,	70	Hawser	5	1	Kedge,	2 1/2 lb
1	Main Sails,	70	Towlines	4 1/2			
2	Main Top Sails,	70	Warp	4			
and all other requisite sails			All of <u>good</u> quality.				

Her Standing and Running Rigging well fitted sufficient in size and good in quality.

She has one 17 feet Long Boat and one 15 ft. Poling Boat

The present state of the Windlass is good Capstan well and Rudder well fitted

General Remarks—Statement and Date of Repairs.

This Vessel was built for a Steam Towing Boat, is now converted into a Sailing Barque and undergone the following repairs. At present, viz. All the Decks, Beams, & Knees taken out fore & aft, all the Planking outside and inside Ceiling dubbed Cham from Keel to Gunwales. The Stern frame, False Stern post, all the Stern timbers & several Buttock timbers on each side taken out and renewed with ^{British} Oak timber, all the Short top timbers amidships new, being let down between the Frame. The Sides, & Decks raised 2 ft. 6 inches from the Quarter Deck forward, now a flush Deck. The Plank sheers, Sheer-strakes, Blackstrakes, & Wakes (with the exception of two planks of wake on each side amidships all new. Thirteen after Hoodings below the Wakes on each side & Ten fore Hoodings, and the Strake below the Wakes fore & aft, both sides) renewed. The Hold Beams, Knees, all the fastenings, Shelfpieces, Decks, Comings, and the Deck fittings all renewed. Bulwarks, Rails, & Stanchions all new, between Deck Ceiling and Clamps, the after Shifts of Ceiling in the Hold all new. Several Planks on each side amidships renewed. Breasthooks, Knightheads, House timbers, & upper part of Stem new. A new Head Knee, Figure Head, & Rails, the Masts, Yards, Rigging, Sails, Anchors, Cables, & Hawser, all new, the Timbers are filled in solid to the first buttock heads.

All new Screws from the Bilges to Gunwales -

This Vessel is in my opinion strong & now in good efficient condition fit for the safe conveyance of cargo, & perishable cargoes to & from all parts of the World.

Deck Beam Spaces - 1st from Keel { 2, 9 + 2, 6 + 2, 8 + 4, 0 + 4, 0 + 4, 1/4 + 4, 0 + 4, 0 + 15' 0"
 4, 0 + 4, 0 + 4, 0 + 4, 0 + 4, 0 + 4, 0 + 4, 0 + 4, 0 + 4, 0

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

I am of opinion this Vessel should be Classed A, 1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, Wm. Robertson
Certificate of Class.....£ 5 : 0 : 0
Attending Repairer Special.....£ 3 : 10 : -
£ 5 : 15 : 0

Committee's Minute 22 Aug 1845.

Character assigned A, 1