

No. 237 Survey held at Dundee Date 25th October 1856
on the Ship Eastern Monarch Master Henry Morris
Tonnage Old 1849 Built at Dundee When built 1856 Launched 17/10/36
By whom built A. Stephen & Sons Owners Messrs James Barthers
Port belonging to London Destined Voyage Bombay
If Surveyed while Building, Afloat, or in Dry Dock Building

Length aloft	23 7		Feet.		Inches.		Extreme Breadth Outside		40 3		Feet.		Inches.		Depth of Hold		24 6 5		Feet.		Inches.	
Scantlings of Timber.																						
TIMBER AND SPACE																						
Floors Double	15	15 1/2	13 1/2	15	14 1/2	14 3/8	14 3/8	Outside.		Inches.		Required per Rule.		Inside.		Inches.		Required per Rule.		Inches.		
1st Foothooks	15	15 1/2	13 1/4					Garboard Strakes		6		4 5/8		Limber Strakes		12 1/2		7		6 3/8		
2nd Ditto	14	14 1/2	12 1/4					Garboard to Bilge		6		4 5/8		Bilge Planks		14 x 14 3/4						
3rd Ditto	13	13 1/4	11 1/4					Bilge Planks		6		4 5/8		Ceiling in Flat		8 1/2		5				
Top Timbers	12	12 3/4	11 1/4	Gun	9 1/2		8 5/8	Bilge to Wales		6 to 7		4 5/8		Ditto Bilge to Clamp		5		4 3/8				
Deck N° 39. Average Space	4 F	7 1/2	12	10 1/4	11-11 1/2	9 1/4	10 1/4	8 1/2	Wales		7		6 5/8		Hold Beam Clamps		see plan		5 5/8			
Beams									Topsides		6		5 3/8		Deck Beam Ditto		see plan		5 3/8			
Deck Beams, length amidships	3 1/2								Sheer Strakes		6		5 3/8		Ceiling 'twixt Decks		5		3 3/8			
Hold N° 36. Average Space									Plank Sheers		5		4 3/8		Hold Beam Shelves							
Beams	17	16 5/8	17				16 5/8		Water - Upper Deck		25 x 9		8 1/2		Deck Beam Ditto		13 3/4		4			
Hold Beams, length amidships	3 1/2								Ways		26 x 11		8 1/2									
Keel	17	16 5/8	17				16 5/8		Lower Deck		4		8 1/2									
Scarphs of Ditto	17	16 5/8	17				16 5/8		Upper Deck		7 3/4 x 4		8 1/2									
Keelsons	18	17 5/8	18 1/2				17 5/8						8 1/2									
Scarphs of Ditto	18	17 5/8	18 1/2				17 5/8						8 1/2									
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.																						

Thickness of Plank.											
Outside.											
Inside.											
Lumber Strakes											
Bilge Planks											
Ceiling in Flat											
Ditto Bilge to Clamp											
Hold Beam Clamps											
Deck Beam Ditto											
Ceiling 'twixt Decks											
Hold Beam Shelves											
Deck Beam Ditto											

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

Heel-Knee, and Deadwood abaft =	1 1/2	1 1/2	Transoms and throats of Hooks	3/4	1 1/2	Hold Beam Bolts in	Waterway	4/4	1 1/2	1 1/2
Scarp of Keel	1 1/2	1 1/2	Arms of Hooks	1/4	1 1/4	Knees	1 1/2	1 1/2	1 1/2	1 1/2
Keelson Bolts through Keel at	1 1/2	1 1/2	Bolts thro' Bilge & Limber Strakes	1/4	1	Shelf or Clamp	4/4	1 1/2	1 1/2	1 1/2
each Floor	1 1/2	1 1/2	Thickstuff over Double Floors	1/4	1	Deck Beam Bolts in	Waterway	4/4	1 1/2	1 1/2
Bolts through Heels of Timbers	1 1/2	1 1/2	Butt End Bolts	1/4	1	Knees	1 1/2	1 1/2	1 1/2	1 1/2
against Deadwood	1 1/2	1 1/2	Pintles of the Rudder	1/4	1	Shelf or Clamp	4/4	1 1/2	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 to 5 Inches.

The Floors consist of British Oak The First Foothooks of British Oak Timber.

The Second Foothooks of British Oak The Third Foothooks and Top Timbers of Brit^h Oak & Teak

The Shifts of the First and Second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 1/2 N. B. When less than prescribed by the Rule, state how many.

The Frame is square squared from the First Foothook Heads upwards, and free free from sap, and from thence downwards, the frame is square

The alternate Frames are each bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is Cross chocked with a Butt at each end of the chock. The Main piece of Rudder is Brit^h Oak

The Main Keelson is Teak & 1 piece Greenheart and free free from all defects. The Main piece of Windlass is iron

The Stem, and Stern Post, consist of Teak & Brit^h Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Teak & Brit^h Oak Deadwood, of Teak & Brit^h Oak and are free free from all defects.

The Deck and Hold Beams consist of Teak & Iron Bark 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 & Teak

From the above named Height to the Light Water Mark Teak

From the Light Water Mark to the Wales Teak

The Wales and Black-strakes are Teak

The Sheer-strakes and Plank-sheers Teak

The Decks Main Poop & 1/2 Forecastle = Teak Lower deck Red Pine State of Good

The Shifts of the Planking are not less than 5 Feet except 4 1/2 each side of Teak 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 Teak

The Ceiling, Lower Hold, and between Decks Teak Shelf Pieces and Clamps: Teak

Fastenings.—To Hold Beams doweled & doweled to Shelf & Wat^{er} Hang 3 Iron Nails to each Beam end

& 33 pair Iron Stand Nails (25 of them Staples) above, also 5 pair Staples upon single Led³ Iron Nails

Deck Beams doweled & doweled to Shelf & Wat^{er} 1 pair Hang³ Iron Nails to each Beam (26 pair on

Staple Stand) 1 pair Single & 5 pair Staple Led³ Iron Nails at Mast arms

Number of Breasthooks 7 for 5 aft all Pointers Crutches 3 for 3 aft all

Butts End Bolts are of Yel^l Nut in the Bottom, and one Bolt in each Butt End through and clenched. Treenails of Iron Bark How Made engine turned

Bilge and Limber Strakes Yel^l Nut bolted through and clenched. General Quality of Workmanship Good

Thickstuff over Double Floors Yel^l Nut bolted through and clenched.

We certify that the above is a correct description of the several particulars therein given

Builder's Signature _____ Surveyor's Signature Thomas Alexander

DUN203-0202

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 <u>paired to 72 fms</u>	300 2	Bower,	3 53.0.5
2	Fore Top Sails,	<u>gun</u> Hemp Stream Cable	80 1 1/4		53.1.6
2	Fore Topmast Stay Sails,	Hawser	90 11	Stream,	1 16.0.21
2	Main Sails,	Towlines	90 9		
2	Main Top Sails,	Warp	100 6	Kedge,	2 10.0.17
	and <u>other sails required in proportion</u>	All of <u>best</u> quality.	100 6		5.0.6
Her Standing and Running Rigging <u>are of Hemp</u> sufficient in size and <u>Good</u> in quality.					
She has <u>One</u> Long Boat and <u>Four others</u>					
The present state of the Windlass is <u>one patent and one Comm Capstan & 2 Double Drums</u> <u>Good</u> Rudder <u>Good</u> Pumps <u>4 Metal Good</u>					

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>11th Dec^r 1855 by Mr Robertson</u>
	2nd. When the Beams are put in, &c.	<u>March 1856</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>August 5th</u>

This ship is composed of choice materials & of excellent workmanship & particularly well secured & bound together

Has a full Poop & Top Gallant forecastle - is square sterned formed without Transoms Stern & Counter timbers run down & butt against after Cant frame & secured with Hooks internally &c

Has 17 pair diagonal Iron stops 5 x 5/8 applied inside & sunk flush into the frame timbers - bolted through every other timber prior to being planked - extend from upper deck shelf to 1st deck heads

Has 16 pair Iron riders 6 x 3 run from 18 inches under Lower deck Beams down to sister Keelsons fastened with 1 1/4 inch Copper through bolts averaging 20 inches apart

Has 7 pair Beams of Teak & Iron Bars bound with 1 pair Lead^d Iron knees at each end.

Top Gallant Forecastle outside planking 3" Ceiling 3" sheertreaks 4" deck 3" Oak 7" of Teak Beams 10 in W^d sided 9 1/2 by 7 of Teak fitted same as in deck Beams & bound with Heavy Iron knees to each - also 2 pair Staph^d 1 pair Lead^d Iron knees

Poop deck Beams planking inside & out - including deck Shelf Waterway &c all of Teak & bound same as Top Gallant forecastle

Is essentially fastened with Mixed Metals & Copper in accordance with Rule Section 46 also built under Cover agreeable to the period of time required by the Rule Section 52

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

If Sheathed, Doubled, Felted, or Coppered Yel Mat over felt in upper Courses & paper in bottom When last done now

I am of opinion this Vessel should be Classed 14 A1

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ : :

Certificate£ 5 : 5 : 0

Committee's Minute 28th October 1856

Character assigned 1 for 14 Years



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