

No. 745 Survey held at Guernsey Date 15. of August 1859  
on the ship *Ben Brir Monarch* Master *George Frango*  
Tonnage Old *310* Built at *Guernsey* When built *1857* Launched *29th July 1859*  
By whom built *W. James Schire* Owners *Messrs Thomas Dornaille & Co.*  
Port belonging to *Guernsey* Destined Voyage *Liverpool*  
If Surveyed while Building, Afloat, or in Dry Dock *yard under my inspection*

Length aloft	116		Inches.		Feet.		Inches.		Feet.		Inches.	
	24 1/4		27		41 1/2		14		8 1/2		11	
Extreme Breadth Outside												
Thickness of Plank.												
Scantlings of Timber.												
Timber and Space												
Floors	1 1/2		10 1/2		10 1/2		8 1/2		3 1/2		3 1/2	
1st Foothooks	9 1/2		8 1/2		8 1/2		8 1/2		3 1/2		3 1/2	
2nd Ditto	5 1/2		8 1/2		8 1/2		8 1/2		3 1/2		3 1/2	
3rd Ditto	8 1/2		8 1/2		8 1/2		8 1/2		3 1/2		3 1/2	
Top Timbers	8		5 1/2		5 1/2		5 1/2		3 1/2		3 1/2	
Deck } No 26	Average } 8 1/2		11 1/2		11 1/2		11 1/2		3 1/2		3 1/2	
Beams }	Space }		10 1/2		10 1/2		10 1/2		3 1/2		3 1/2	
Deck Beams, length amidships	24 1/2		11 1/2		11 1/2		11 1/2		3 1/2		3 1/2	
Hold } No 9	Average } 8 1/2		11 1/2		11 1/2		11 1/2		3 1/2		3 1/2	
Beams }	Space }		11 1/2		11 1/2		11 1/2		3 1/2		3 1/2	
Hold Beams, length amidships	25		11 1/2		11 1/2		11 1/2		3 1/2		3 1/2	
Keel	15 1/2		11 1/2		11 1/2		11 1/2		3 1/2		3 1/2	
Scarp of Ditto	1 1/2		11 1/2		11 1/2		11 1/2		3 1/2		3 1/2	
Keelson	1 1/2		11 1/2		11 1/2		11 1/2		3 1/2		3 1/2	
Scarp of Ditto	1 1/2		11 1/2		11 1/2		11 1/2		3 1/2		3 1/2	
Size of Beams in Fastenings distinguishing whether Copper or Iron; also of Treennails												

Heel-Knee, and Deadwood abaft		Transoms and throats of Hooks		Hold Beam Bolts in		Waterway ..	
Scarphs of Keel.....N°		Arms of Hooks		Knees .....		Shelf or Clamp	
Keelson Bolts through Keel at		Bolts thro' Bilge & Limber Strakes,		Deck Beam Bolts in		Waterway ..	
each Floor.....		or Thickstuff over Double Floors		Knees .....		Shelf or Clamp	
Bolts through Heels of Timbers		Butt End Bolts .....		Nails or Bolts in Flat of Deck		Stitch	
against Deadwood .....		Pintles of the Rudder		Treenails 1/2" x 1/4"		Inches	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 3/4 Inches. The Space between the Top-Timbers is 6 1/2 Inches.  
The Floors consist of *Continental White Oak* The First Foothooks of *Continental White Oak*  
The Second Foothooks of *1st Mixed White Oak* The Third Foothooks and Top Timbers of *1st Mixed White Oak*  
The Shifts of the First and Second Foothooks are not less than *4 feet* N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are *5 to 5 1/2 feet*  
The Frame is *all* squared from the First Foothook Heads upwards, and *—* free from sap, and from thence downwards, the  
frame is *Square* N. B. The heel of the first foothook meet on the middle line of keel,  
The alternate Frames are *all* bolted together to the Gunwale. N. B. If not, state how bolted.  
The Butts of the Timbers are *—* close together; their thickness not less than *1/3* of the entire moulding at that place.  
The Frame is *—* choaked with *a* Butt at each end of the chock. The Main piece of Rudder is *Cont. White Oak*  
The Main Keelson is *Cont. White Oak & Pitch Pine* and *—* free from all defects. The Main piece of Windlass is *Cont. White Oak*  
The Stem, and Stern Post, consist of *Continental White Oak* The Transoms, Aprons, Knight Heads, and  
Hawse Timbers of *Continental White Oak* Deadwood, of *Cont. White Oak* and are *—* free from all defects.  
The Deck and Hold Beams consist of *Cont. White Oak*. The Breasthooks of *Santia White Oak* The Knees of *—*

**Planking Outside.**—From the Keel to the Height defined in Note to Table A the Plank is *Santia Oak & Am. Elm*,  
or to the First Foothook Heads }  
From the above named Height to the Light Water Mark *American Elm*,  
From the Light Water Mark to the Wales *Continental White Oak*,  
The Wales and Black-strakes are *Cont. White Oak*, The Topsides *Cont. White Oak*,  
The Sheer-strakes and Plank-sheers *Cont. White Oak* The Water-ways { Upper Deck *fore and aft Santia Oak*  
Lower Deck *Nash Am. White Oak*  
The Decks *Sides Yellow Pine, Middle Santia Oak* State of *good*  
The Shifts of the Planking are not less than *5* Feet *10* 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 *1-2-3-4-5* between, and without step-buttting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are *Continental White Oak*.  
The Ceiling, Lower Hold, and between Decks *Continental White Oak* Shelf Pieces and Clamps *Cont. White Oak*.  
**Fastenings.**—To Hold Beams *bolted with 1/2" bolts* through *waterways and clamps*, with *nine pairs of iron hanging*  
*bolts and clamps* down in the first foothooks; the 3 pair on the fore and aft beams side arms  
*5 feet long with white wash and clamps*, the end of each beam under a short bolt *clamped* in the  
Done in the clamps bolted with *1/2" bolts* in the clamps through *waterways* and *clamps*  
Deck Beams *with 8 pair of iron hanging* knees in the beam *or in 1/2" bolts* 10 pair of iron *clamped* in the  
The 8 pair of iron *clamped* in the beam *or in 1/2" bolts* 10 pair of iron *clamped* in the beam  
The end are through the *gunwale* *waterway* not clamped; and two pair *clamped* in the beam *or in 1/2" bolts*  
Number of Breasthooks *3 in the hold two* Pointers *Two iron* Crutches *one*  
Butts End Bolts are of *yellow metal* in the Bottom, and *a* Bolt in each Butt End through and clenched. *above iron*  
Bilge and Limber Strakes *yellow metal* bolted through and clenched. Treenails of *Engl. Santia Oak* How Made *Planed*  
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 *James J. Fene*

Surveyor's Signature *James J. Fene*



Her Masts, Yards, &c. are in good 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> .	Weight.	
2	Fore Sails,		Chain <del>second hand</del>	100	1 3/4	Bower, .....	3	14-3-10
1	Fore Top Sails,		Chain .....	100	1 3/4			17-2-0
2	Fore Topmast Stay Sails,		Hempen Stream Cable	50	1 3/4	Stream, .....	1	5-0-10
2	Main Sails,		Hawser .....	45	7			
2	Main Top Sails,		Towlines .....	65	9 1/2	Kedge, .....	2	3-0-0
	and others complete		Warp .....	80	5			1-2-5
			All of <u>1<sup>st</sup> class</u> quality.	80	6			

Her Standing and Running Rigging Patent type sufficient in size and good in quality.

She has One Long Boat and a Skiff

The present state of the Windlass is good Capstan one Rudder good Pumps 1 iron good

#### 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>12<sup>th</sup> of March 1858</u>
2nd. When the Beams are put in, &c.	<u>18<sup>th</sup> of August 1858</u>
3rd. { When completed, and before the plank be painted or payed }	<u>7<sup>th</sup> of January 1859</u>

The materials used are of good quality of the size & description herein specified, and the workmanship including the caulking and quality of the bottom proved by two pieces cut out of the bottom each side good, fastened with treenails and yellow metal bolts below the plates; except the bolts in the middle line that are iron through and clinch above, including the plates are treenailed and iron fastened. "She is well equipped and well found."

The Builder states; \* The reason that one of the upper "his own woods used," hanging knee bolts in the beam "are not going through, is owing " the bolt coming in chamber of " clamp, that makes the bolt " diagonal not through. " The Clinch bolts is owing " to the extra depth of deadwood.

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

If Sheathed, Doubled, Felted, or Coppered yellow metal over which paper underneath When last done now

I am of opinion this Vessel should be Classed A-1 - seven years

The Amount of the Fee.....£ 1 : " : " is received by me,

for inspection Special 15 : " : "

Please send a Certificate ....£ - gratis

Committee's Minute 19<sup>th</sup> August 1859

Character assigned 7



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