

IRON SHIPS.

4140

17/6/65
Survey held at Birkenhead & paid Date June 16th Price 21/6/65 1865
on the Ship British Monarch Master T. Pees
Tonnage under tonnage deck 1150 26/100 Built at Birkenhead When built 1864 2/3 Launched Apr 28, 1865
Ditto of poop or spar deck 105. 47/100 By whom built P. Clover & Co Owners British Ship Owners Co.
Ditto of engine room
Total Register tonnage 1261 73/100 Port belonging to Liverpool Destined Voyage Calcutta.
If Surveyed while Building, Afloat, or in Dry Dock On the building slip and in Dry Dock.

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	N. of Decks	Tons.
(Dimensions of Ship per Register, length 512 1/2) breadth 36 4/4 depth 23 2/10)								
Keel, if bar iron, depth and thickness.....	8 1/2 x 3	Inches required per Rule.	8 1/2 x 3	Plates in Garboard Strakes, breadth and thickness	3 6	16ths. In Ship.	16ths. required per Rule.	13 1/16
,, if plate iron, breadth and thickness				Ditto from Garboard to upper part of Bilges	—	12/16		12/16
Stem, if bar iron, moulding and thickness	8 1/2 x 3		8 1/2 x 3	,, from upper part of Bilge to a perpendicular height from upper side of Keel of 2/3ths the entire depth of Hold	—	14/16		11/16
,, if plate iron, breadth and thickness				,, from 2/3ths depth of Hold to lower edge of Sheerstrake (See sketch)	Ends 10/16	10/16 9/16	Ends 9/16	19/16
Stern-post, if bar iron, moulding and thickness	10 x 3		8 1/2 x 3	,, Sheerstrake, breadth and thickness	3 6	12/16	3 6	12/16
,, if plate iron, breadth and thickness				Butt Straps to outside plating, breadth and thickness	10 1/2 x 13/16	10 1/2 x 13/16	10 1/2 x 13/16	9/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	3 0	10/16	3 0 x 10/16	10/16
Floors, depth and thickness of Floor Plate at mid line	5 3 9/16	16ths. In Ship.	3 1/2 3 8/16	Angle Iron on ditto	2 7	10/16	22 1/2 x 10/16	
,, Ditto ditto at Bilge Keelson	5	3 9/16	5 3 9/16	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	5	4 1/2 x 9/16	15 x 4 1/2 x 9/16	
,, Size of Reversed Angle Iron, and Double in way of all Bulb Irons	3 1/2 3 8/16	16ths. In Ship.	3 1/2 3 8/16	Diagonal Tie Plates on ditto (See sketch)	13 1/2	10/16	13 1/2 x 10/16	
Beams, Deck (No. double Angle Iron, Plate, Tee, or Bulb Iron)	2 1/4 9/16	16ths. In Ship.	2 1/4 9/16	Planksheer, materials and scantlings	none			
,, double or single Angle Iron, on edge	T 5/2 x 10/16	16ths. In Ship.	T 5/2 x 10/16	Waterway ditto ditto	Draw plates			
,, average space between	T 9 x 9/16	16ths. In Ship.	T 9 x 9/16	Flat of Upper Deck, thickness and material	4 yellow pine	4		
Hold, or Lower Deck (No. frames) double Angle, Tee, Plate, or Bulb Irons	1 8	16ths. In Ship.	1 8	,, how fastened to Beams	By nail & screw			
,, double or single Angle Iron on edge	T 5/2 x 10/16	16ths. In Ship.	T 5/2 x 10/16	Ceiling betwixt Decks and in Hold, thickness and material (See sketch and table)	2 1/2			
,, average space between	T 9 x 9/16	16ths. In Ship.	T 9 x 9/16	Clamps or Spicketting (See sketch)	16x 2			
Paddle, sided and moulded, thickness of Plate size of Angle Irons	—		—	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	2 2	10/16	22 1/2 x 10/16	
Engine	1 1/4 x 10/16	16ths. In Ship.	plate 16 2/10 1/2 x 10/16	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	13 1/2 x 10/16	13 1/2 x 10/16		
Keelson, single or double plate, box, or intercostal	T 1 1/2 x 10/16	16ths. In Ship.	agains 3 1/2 x 3 x 3/16	Stringers in Hold (See sketch)	5 x 4 1/2 x 9/16	5 x 4 1/2 x 9/16		
Size of Plates	T 1 1/2 x 10/16	16ths. In Ship.	—	Flat of Lower Deck, thickness and material	3 yellow pine			
Size of Angle Irons	5 x 4 1/2 x 9/16	16ths. In Ship.	—	Main piece of Rudder, diameter at head	6		6	
Side, single or double, plate, box, or intercostal	10/16 plate X 2 1/2 x 4 1/2 x 9/16	16ths. In Ship.	5 1/16 plate X 2 1/2 x 4 1/2 x 9/16	,, at heel	3 3/4		3 3/4	
Bilge (No. one) at each Bilge, single, or double, plate or box	5 x 4 1/2 x 9/16	16ths. In Ship.	5 x 4 1/2 x 9/16	(Can the Rudder be unshipped afloat? Yes.)				
Transoms, material or, if none, in what manner compensated for?				Bulkheads, No. form? Thickness of 7/16		7/16		
Knight-heads, and Hawse Timbers	Iron plate and frames			,, Height up Drafts of upper decks				
The Frames extend in one length from Keel to gunwale				,, how secured to the sides of the ship By double frames				
The reverse angle irons on the floors extend in one length across the middle line from bilge to bilge and hence to H. B. Strangers				,, size of vertical angle irons 3 x 4 x 8/16 and their distance apart about 2 1/2				
,, „ „ „ on the frames „ „ „ from upper part of bilge to upper part of bilge and hence to gunwale.				By Bunt straps double riveted and single iron straps				
Keelson, how are the various lengths of plates or angle irons connected?								
Plates, Garboard, double or riveted to keel, double or								
,, Edges from Garboards to upper part of bilge, worked clencher, double or single riveted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart.								
,, Butts from Keel to turn of bilge, worked carvel with butt straps (3/8 x 1/8) thick, double or single riveted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart.				Do the butt straps lap over and rivet through the lands of the stave below? no.				
,, Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (7/8 in.) diameter, averaging (3 in.) apart.				Do the butt straps lap over and rivet through the lands of the stave below? no.				
,, Edges of Sheerstrake, double or single riveted? At upper edge Single to Benthop At lower edge Double.								
,, Butts from bilge to planksheers, worked carvel with butt straps (1/16, 12/16, 1/16) thick, double or single riveted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (5 to 5 1/2) Breadth of laps in single rivetting ()								
Butt Straps of Keelsons, Stringer and Tie Plates, double or single riveted?				All Double.				
Planksheer, how secured to the plating of the sides				Explain by sketch		See sketch on the other side.		
Waterway „ „ „ planksheer and to the Beams				if necessary.				
Deck Beams, how secured to the side?	By well bed knees and riveted to frames and stringer plates							
Hold or Lower Deck ditto	A A A							
Rudder „ „ „ All fore & aft ties and stranges connected by No. of breasthooks								
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?								
Manufacturer's name or trade mark	Consett Moseley (Best) and beams							
We certify that the above is a correct description of the several particulars therein given.								
Builder's Signature	J. P. Clover & Co.			Surveyor's Signature	J. F. Pees	Lloyd's Register Foundation		

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double riveted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? *yes.*

Do the edges of the carvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies? *yes.*

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? *Solid.*

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *yes.* and are the rivet holes well and sufficiently countersunk in the outer plate? *yes.*

Are there any rivets which either break into or have been put through the seams or butts of the plating? *Very few & in butts only.*

Her Masts, Bowsprit, Yards, &c., are in *good* condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.)

Lower Masts and Bowsprit of 6/8 and 7/8 plates two in the round, double riveted in butts and single in edges, with 12 angle irons of 4x3x8/8. Lower yards of iron, two plates to the round, fayed in edges and butts. plates 6/8 and 7/8. Double riveted in butts, one edge in edges, two angle bars all the length and a third part of the length in middle and 3x2x8/8. Lower top sail yards as the lower yards except that the plates are 5/8 and 7/8, with angles of 2x2x6/8x6/8, drawn as stated in Report. Other parts of wood and good in quality.

She has SAILS.

Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,
and

Public proof Tons	Fathoms.	Inches.	Tested to.
Chain Plat. 59. 2.	300	13/16	59. 2
Chain			
Hempen Stream Cable	90	13/16	25-10
Hawser	90	11/2	
Towlines	90	9	
Warp	90	87x63	
All of <i>good</i> quality.			

ANCHORS, and their weights.

Public proof Tons	N.	Weight.	Tested to.
Bowers, R. D. J. in 6x31002.	1	33-0-28	31-0-44
Jac. - a	1	32-0-0	30-2-2
M. Davis 3 " - -	1	30-2-24	29-3-1
Stream, R. D. J. in plate	1	13-0-16	12-8-3
Kedges, At. a	1	7-1-28	8-5-0
	1	3-1-17	5-5-0

Her Standing and Running Rigging *By wire & Hemp* sufficient in size and *good* in quality.

She has *One* Long Boat and *three others*.

The present state of the Windlass is *good*. Capsid 40 Ton and Rudder *good*. Pumps Two of Iron in main Hold. a pair of bilge pumps and one in fore Co.

Order for Special Survey DATES of Surveys held

No. *340* Date *31 Dec. 1865* while building

Order for Ordinary Survey as per

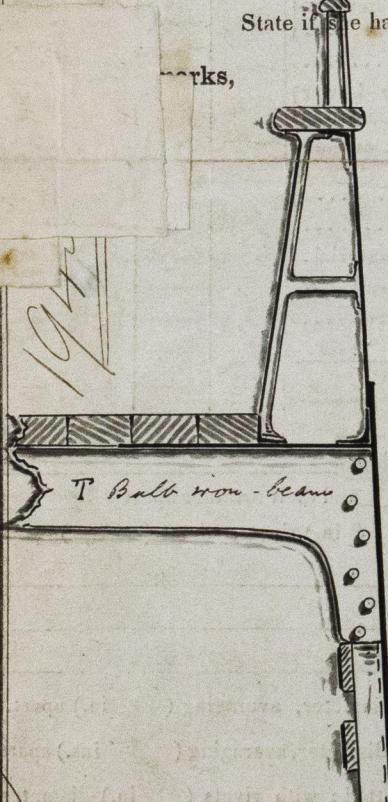
No. _____

Date _____

- Section 18. 1st. On the several parts of the frame, when in place, and before the plating was wrought *Under 1 pp 3 Survey the whole time of building*
2nd. On the plating during the progress of rivetting
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated
5th. After the ship was launched

State if she has a Spar Deck *No.* Poop *yes.* or Forecastle *yes.*

marks,



This vessel is well built, the forecastle beams are of bulk iron $6\frac{1}{2} \times 7\frac{1}{8}$ with double angle iron $2\frac{1}{4} \times 2\frac{1}{4} \times 7\frac{1}{8}$, stringer plate on a $2\frac{1}{2} \times 1\frac{1}{2}$, poop with round over sides and beams of double angle iron $5 \times 3 \times 7\frac{1}{8}$ and $3\frac{1}{2} \times 3 \times 8\frac{1}{8}$, main deck beams of plate iron $2 \times 3 \times 7\frac{1}{8}$ with double angle iron on upper and lower part, shns: $5 \times 3 \times 7\frac{1}{8}$ & $3\frac{1}{2} \times 3 \times 8\frac{1}{8}$, fore & after hatchways the same as in the main, except angle iron being $4\frac{1}{2} \times 3 \times 7\frac{1}{8}$ & $3\frac{1}{2} \times 3 \times 8\frac{1}{8}$. The outside plating $10\frac{1}{2}$ in under the $3\frac{1}{2}$ line amidships nearly the depth of one plate, but it is not tapered at the ends, nor are the sheer strake plates tapered at their ends. On the in an extra hold - stringer of double angle iron six worked abreast of the same which in my opinion compensates for this deviation from the Rule.

In what manner are the surfaces preserved from oxidation? Inside *By paint and Portland Cement in floor*
Ditto ditto Outside *By paint.*

I am of opinion this Vessel should be Classed *A1.*

The amount of the Fee £ *5: 0: 0:* is received by me,

J. F. R. 1865 Special £ *63: 2: 0:*

Certificate (if required) £ *400/-*

Committee's Minute *Liverpool 20th June 1865.*

Character assigned *A1 - Built under Special Survey*

A & C. I.

Genl Surveyor *R. F.*
22 June 1865
Classed Confid

