

# IRON SHIPS.

No. 1943 Survey held at Birkenhead Date June 16<sup>th</sup> 1863  
on the Ship British Monarch Master T. Pees  
Tonnage under tonnage deck 1156  $\frac{200}{100}$  Built at Birkenhead When built 1864 Launched Apr<sup>l</sup> 28, 1863  
Ditto of poop or spar deck 105  $\frac{47}{100}$  By whom built T. Clover & Co Owners British Ship Owners Co<sup>l</sup> Limited  
Ditto of engine room  
Gross Register tonnage 1261  $\frac{73}{100}$  Port belonging to Liverpool Destined Voyage Calcutta  
If Surveyed while Building, Afloat, or in Dry Dock On the building ship and in Dry Dock

[illegible]



41602m

**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 rivetted 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 lay 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 5/16 and 7/16 plates, two in the round. Double rivetted in butts and single in edges. With 4 angle irons of 4 x 3 x 3/16. Lower yards of iron, two plates in the round, lapped in edges and butts. Plates 5/16 and 7/16. Double rivetted in butts and single in edges. Two angle bars all the length and a third part of the length in middle and 3 x 2 1/2 x 3/16. Lower top sail yards as the lower yards except that the plates are 3/16 and 1/2, with angle iron of 2 1/2 x 2 1/2 x 3/16, iron as stated in report. Other spars of wood and good in quality.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

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

| Public Proof        | Fathoms. | Inches.   | Tested to Tons. |
|---------------------|----------|-----------|-----------------|
| Chain               | 300      | 1 3/16    | 59.2            |
| Hempen Stream Cable | 90       | 1 1/16    | 25-10           |
| Hawser              | 90       | 1 1/2     |                 |
| Towlines            | 90       | 3         |                 |
| Warp                | 90       | 3 1/2 x 3 |                 |
| All of              | good     | quality.  |                 |

| Public Proof                | No. | Weight. | Tested to Tons. |
|-----------------------------|-----|---------|-----------------|
| Bowers, R.D. & Co. 3.1.1.1. | 1   | 33-0-21 | 31-0-1          |
| " " " " " "                 | 1   | 32-0-0  | 30-2-2          |
| " " " " " "                 | 1   | 30-2-24 | 29-3-1          |
| Stream, R.D. & Co. patent   | 1   | 13-0-16 | 12-8-3          |
| Kedges, " " " "             | 1   | 7-1-24  | 8-5-0           |
| " " " " " "                 | 1   | 3-1-17  | 5-5-0           |

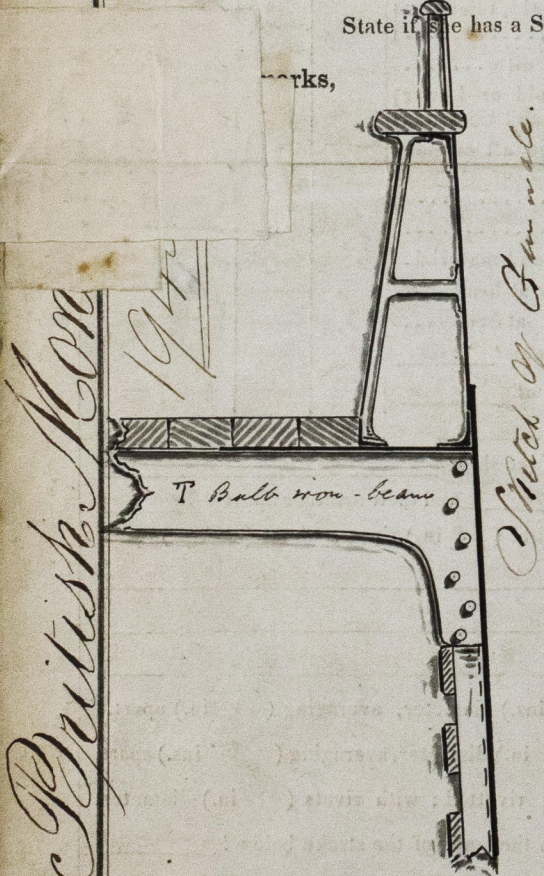
Her Standing and Running Rigging of wire & hemp sufficient in size and good in quality.

She has one Long Boat and three others

The present state of the Windlass is good Capstan 4 of iron and Rudder good Pumps two of iron & in main hold a pair of bilge pumps and one of fore hold.

| Order for Special Survey  | DATES of       | 1st. | On the several parts of the frame, when in place, and before the plating was wrought |
|---------------------------|----------------|------|--|
| No. <u>3449</u>           | Surveys held   | 2nd. | On the plating during the progress of rivetting                                      |
| Date <u>31 Dec. 1864</u>  | while building | 3rd. | When the beams were in and fastened, and before the decks were laid                  |
| Order for Ordinary Survey | as per         | 4th. | When the ship was complete, and before the plating was finally coated                |
| No. _____                 | Section 18.    | 5th. | After the ship was launched  |
| Date _____                |                |      |  |

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



This vessel is well built, the fore-castle beams are of bulb iron 6 1/2 x 7/16 with double angle iron 2 1/4 x 2 1/4 x 3/16, stringer plate on a 19 x poop with round over sides and beams of double angle iron 5 x 3 x 3/16 and 3 1/2 x 3 x 3/16, main hatch beams of plate iron 9 x 3/4 with double angle iron on upper and lower part, thus: 5 x 3 x 3/16 & 3 1/2 x 3 x 3/16, fore & after hatchways the same as the main, except angle iron being 4 1/2 x 3 x 3/16 & 3 1/2 x 3 x 3/16. The outside plating 10/16 is under the 3/4 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 5 x rivetted abreast of the same which in my opinion compensates for the deviation from the Rules.

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

I am of opinion this Vessel should be Classed A1.

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

Special £ 63 2/6

Certificate (if required) £ gratis

Committee's Minute Liverpool 20th June 1865

Character assigned A1 - Built under Special Survey

Genl Commr  
22 June 1865  
Classing Confirmed

J. F. R. Light  
Lloyd's Register  
Foundation