

No. 1816 Survey held at Liverpool Date 8 May 1837  
 on the How Monarch Master J Brown  
 Tonnage 220 Built at Harrington When built May 1832  
 By whom built Pule & Co Owners J Mandell & Co  
 Port belonging to Liverpool Destined Voyage St Lucia  
 If Surveyed Afloat or in Dry Dock \_\_\_\_\_

1816  
 J. H. A.

Length aloft... 36 Feet 11 Inches. Extreme Breadth... 24 Feet 9 Inches. Depth of Hold... 16 Feet 10 Inches.

**Scantlings of Timber.**

	Inches.	Inches Middle.	Inches Ends.
Timber and Space..... each	<u>30</u>		
Floors..... sided	<u>14</u>	Moulded	<u>15 1/2</u>
1 <sup>st</sup> Foothooks.....	"	"	"
2 <sup>nd</sup> Ditto.....	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"
Top Timbers.....	<u>6 7/8</u>	"	<u>5</u>
Deck Beams..... Number of	<u>9</u>	"	<u>9</u>
Hold Beams..... Do. Do.	<u>11</u>	"	<u>11</u>
Keel.....	"	"	<u>11</u>
Kelsons.....	<u>12</u>	"	<u>23</u>

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>3 1/4</u>
Bilge Planks.....	<u>4 1/2</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>3</u>
Wales.....	<u>4 1/4</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>2 1/2</u> <u>3</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>2 1/4</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>1 3/4</u>
Water-ways.....	<u>8</u>	Hold Beam Shelves.....	<u>3 1/4</u> <u>3 1/2</u> <u>3 1/4</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>4</u> <u>8</u>

*yellow pine Iron nail good*

**Copper.**

Heel-Knee, and Dead Wood abaft.....  
 Scarphs of Keel..... N°.....  
 Floor Timber Bolts.....  
 Kelson ditto.....  
 Transoms and throats of Hooks.....  
 Arms of Hooks.....

**Size of Bolts in Fastenings.**

**Copper.**

Bolts thro' the Bilge and Foot Waling.....  
 Butt End Bolts.....  
 Lower Pintle of the Rudder.....

**Iron.**

Hold Beam.....  
 Deck Beam.....  
 same in Iron above the Copper.....

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of African English Oak and are \_\_\_\_\_ free from all defects. *as far as possible*  
 Her Floors and first Foothooks are composed of African English Oak Timber. *all in light good*  
 Her other Foothooks and Top Timbers of English Shipboard Oak *all in light good*  
 Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_  
 The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is all in light well squared  
 The alternate Frames are \_\_\_\_\_ bolted together.  
 The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.  
 The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.  
 The Main Kelson is composed of one appear good and the False Kelson of Common Oak.  
 The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of African English Oak appear good

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm good  
 From the first Foothook Heads to the Light Water Mark of American Elm good  
 From the Light Water Mark to the Wales of American Elm & African Oak good  
 The Wales and Black-strakes are of Teak good  
 The Topsides of Teak good  
 The Sheer-strakes of Teak good  
 The Gunwales of Teak good Water-ways of Teak good  
 The Shifts of the Planking are not less than 3 Feet 10 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Clamps are composed of Teak African Oak good the Stringers of African & Teak Oak good  
 The Bilge Planks of Teak Oak good and the remainder of the Ceiling of Teak African & Teak Oak good

**Fastenings.**—To Hold Beams double Stringers through plate under beams & 2 through bolts Stringers bolted  
 Deck Beams Iron Lodging knees Stringers bolted alternate timber pair of split Standards  
 Number of Breasthooks As per plan Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of as per plan in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.  
 Bilge and Footwaling as per plan 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 \_\_\_\_\_  
 Surveyor's Name \_\_\_\_\_



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in all other cases timber

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	95	Chain <u>each of 1 1/4 1 1/2</u>		/// Bower,
//	Fore Top Sails,		Hempen Stream Cable.....		/ Stream,
2	Fore Topmast Stay Sails,	90	Hawser .....	3	/ Kedge,
/	Main Sails,	90	Towlines .....	4 1/2	All of proper weight.
//	Main Top Sails,	80	Warp .....	4	
and <u>both found in other</u>			All of <u>good</u> quality.		

Her Standing and Running Rigging is all sufficient in size and \_\_\_\_\_ in quality.

She has 4 Long Boat and 3 olly boat

The present state of the Windlass is good Capstan good and Rudder good  
2 Lead pumps

**General Remarks—Statement and Date of Repairs.**

Remove & replace a few faulty ironails with bottom \*

In efficient state of repair fit to carry dry merchandise cargo with safety

If Sheathed, Doubled, or Felted, sheathed with copper on stand bridge & 1/2 patent till  
and Date when last done 1837 \*

And I do of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, M. Bullen

Committee Minute 16 May 1837

Character assigned A1  
[Signature]



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*Mrs. Donald 220 St. James*