

No. 486 Survey held at London Date 14<sup>th</sup> Dec<sup>r</sup> 1837  
 on the Ship Monarch Master J<sup>r</sup> Booth  
 Tonnage 702 Built at Muramuck When built May 1834  
 By whom built J<sup>r</sup> Justice Owners W<sup>m</sup> Scott & Sons  
 Port belonging to London Destined Voyage Bombay  
 If Surveyed Afloat or in Dry Dock \_\_\_\_\_

Length aloft... 28 Feet 7 Inches. Extreme Breadth... 22 Feet 7 Inches. Depth of Hold... 22 Feet 7 Inches.

**Scantlings of Timber.**

	Inches	Inches Middle	Inches Ends
Timber and Space... each	3		
Floors... sided	13	Moulded 18	
1 <sup>st</sup> Foothooks			
2 <sup>nd</sup> Ditto	12	13	
3 <sup>rd</sup> Ditto	12	10	
Top Timbers	9	10	
Deck Beams... Number of	22	13	
Hold Beams... Dp. Dp.	19	13	
Keel			16
Kelsons	18		18

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	5	Foot Waling	8
Bilge Planks	7	Bilge Planks	8
Bilge to Wales	4	Ceiling in Flat	4
Wales	7	Ditto Bilge to Clamp	4
Topsides	3 1/2	Hold Beam Clamps	5 & 6
Sheer Strakes	4	Deck Beam Ditto	
Plank Sheers	3 1/2	Ceiling 'twixt Decks	4
Water-ways	1 1/2	Hold Beam Shelves	1 1/2
Upper Deck	3 1/2	Deck Beam ditto	12 1/2

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarphs of Keel... N°		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder	3 1/4		
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks				same in Iron above the Copper	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 26 1/4 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of upercan oak & red pine and are free from all defects. Her Floors and first Foothooks are composed of Birch Timber. Her other Foothooks and Top Timbers of upercan oak & red pine. 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 red pine. 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 pine and the False Kelson of pine & Birch. The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of red yellow pine.

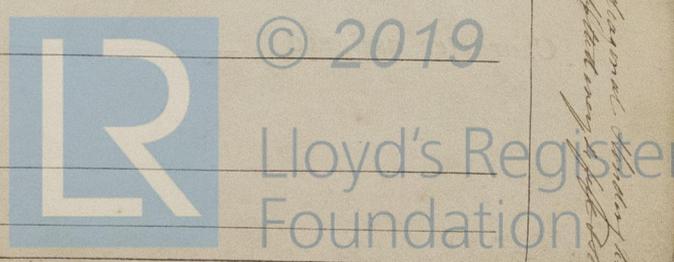
**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Birch. From the first Foothook Heads to the Light Water Mark of Birch. From the Light Water Mark to the Wales of Birch & Spruce. The Wales and Black-strakes are of red pine. The Topsides of pitch pine. The Sheer-strakes of upercan oak & red pine. Decks and staves of pine. The Gunwales of pine. Water-ways of red yellow pine. The Shifts of the Planking are not less than 4 1/2 Feet \_\_\_\_\_ 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 red pine. The Planking is wrought 3 between the Stringers of red yellow pine.

**Fastenings.**—To Hold Beams double w<sup>d</sup> & double stringers bolted in alternate quarters of long diagonal 1 the Side arms. Deck Beams w<sup>d</sup> & stringers bolted in alternate quarters One pair of diagonal 1 the Side arms. Number of Breasthooks 7 Pointers 4 Crutches 3. Butts End Bolts are of Copper in the Bottom, and 3 Bolt, in each Butt End through and clenched. Bilge and Footwaling Copper 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 \_\_\_\_\_



From 14 to 18 feet and 9 pairs of diagonal 1 the Side arms  
 2 beams under lower hold beams bolted in alternate quarters

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,	20	Chain	1 3/4	3	
2	Fore Top Sails,	20	Hempen Stream Cable	8	1	
2	Fore Topmast Stay Sails,	20	Hawser	7	2	
1	Main Sails,	20	Towlines	6	All of proper weight.	
2	Main Top Sails,	20	Warp	4 1/2		
and well found in other sails		All of <u>good</u> quality.				

Her Standing and Running Rigging is all new sufficient in size and good in quality.

She has a Long Boat and Pinnace & Cuddy Boat

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

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

*Leath from gunwale down—add 4 pair of long diagonal 1<sup>st</sup> side arm  
from 15 feet & 9 pair diagonal 1<sup>st</sup> side arm 10 to 8 feet under beam hold  
beam—Between deck one pair of double standards 7 pair of diagonal 1<sup>st</sup> &  
7 pair of diagonal in standing times.*

*In an official state of repair to allow by & discharge  
warrant to go on all parts of the world with safety*

If Sheathed, Doubled, or Felted, Leath sheathed with cloppa on paper. October 6 1837  
and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed 5 A1

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

Committee Minute Oct 20<sup>th</sup> 1837

Character assigned A 1 5 Years  
MA

