

No. 4268 Survey held at San Francisco Date Feb 23, 1841  
on the Barque Monarch Master W. Le Lachur  
Tonnage 224 3/4 Built at San Francisco When built 1841  
By whom built W. Le Lachur Owners W. Le Lachur &  
Port belonging to San Francisco Destined Voyage San Luis  
If Surveyed Afloat or in Dry Dock \_\_\_\_\_

Length aloft 26 6/10 Feet. 6 1/10 Inches. Extreme Breadth 28 5/10 Feet. 5 1/10 Inches. Depth of Hold 14 8/10 Feet. 8 1/10 Inches.

**Scantlings of Timber.**

	Inches.	Inches.	Inches.
Timber and Space..... each	24		
Floors..... sided	11	Moulded	10
1 <sup>st</sup> Foothooks.....	"	"	"
2 <sup>nd</sup> Ditto.....	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"
Top Timbers.....	8	"	3 1/2
Deck Beams ....N <sup>o</sup> . of.....	11	"	9 1/2
Hold Beams ....N <sup>o</sup> . of <u>11</u> .....	13	"	11 1/2
Keel.....	"	"	"
Kelsons.....	13	"	15

**Thickness of Plank.**

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

**Copper.**

Heel-Knee, and Dead Wood abaft.....  
Scarp of Keel.....N<sup>o</sup>.  
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, are composed of Pine Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Pine Oak and are \_\_\_\_\_ free from all defects.

The Floors and first Foothooks are composed of Spanish Oak Timber.

The other Foothooks and Top Timbers of Spanish Oak all above

The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, 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 \_\_\_\_\_

The alternate Frames are \_\_\_\_\_ bolted together. N. B. If not, state how bolted.

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 \_\_\_\_\_ and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of Pine Oak all above

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of \_\_\_\_\_

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of Pine Oak

The Topsides of Pine Oak

The Sheer-strakes and Plank-sheers of Pine Oak

The Water-ways of Pine Oak

The Decks of Pine Oak

State of good

The Shifts of the Planking are not less than \_\_\_\_\_ Feet \_\_\_\_\_ 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 in tier between

**Planking Inside.**—The Limber-strakes are composed of Pine Oak the Bilge Planks of Pine Oak

The Ceiling, Lower Hold, of Pine Oak

Between Decks of Pine Oak

Shelf Pieces of Pine Oak

Clamps of Pine Oak all above

**Fastenings.**—To Hold Beams double W & L stronger above below but to

Deck Beams double W & L to pair of plates standards 3 pair 1<sup>st</sup>

Number of Breasthooks see B. cannot be Pointers cannot be Crutches cannot be

Butts End Bolts are of Copper in the Bottom, and 1 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 \_\_\_\_\_



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> .	
2	Fore Sails, <i>3-storm fore.</i>	200	Chain .....	1 1/2	3	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable .....	3/4	1	Stream,
2	Fore Topmast Stay Sails,	110	Hawser .....	8 1/2	2	Kedge,
1	Main Sails,	120	Towlines .....	6 1/2		
2	Main Top Sails,	120	Warp .....	4		
and		All of <u>good</u> quality.				

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

She has 1 Long Boat and 1 *Boat* 1 *Boat*

The present state of the Windlass is good Capstan touch and Rudder good *4 pumps*

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

*Add 4 pairs of slaps standards & three pair of crutch hanging knees, mounted in the present state of repair being by & Perch & Hargreaves with perfect safety*

If Sheathed, Doubled, Felted, or Coppered yellow metal When last done 1841

I am of opinion this Vessel should be Classed See original report Robert Hamilton

The Amount of the Fee.....£ 3 : — is received by me, *of Fee Return Sub*

Special .....£ : :

Committee's Minute 27th August 1841

Character assigned 8 Δ V



© 2019

Lloyd's Register  
Foundation