

No. 257 Survey held at Guernsey Date 11 March 1845  
 on the San Bague Monarch Master William J. Lachue  
 Tonnage 224 Built at Guernsey When built 23<sup>rd</sup> January 1840  
 By whom built L. Sebire & Dela Rue Owners Thomas Demaille Esq.  
 Port belonging to Guernsey Destined Voyage Pernambuco  
 If Surveyed Afloat or in Dry Dock building

Length aloft	Feet. <u>25</u> Inches. <u>3/10</u>	Extreme Breadth	Feet. <u>21</u> Inches. <u>5/10</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>8/10</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Timber and Space	<u>22</u>	Inches. Middle <u>12 1/2</u> Ends <u>9</u>	Outside.	Inches.	Inside.	
Floors	sided <u>11 1/2</u> Moulded	<u>12 1/2</u> <u>9</u>	Keel to Bilge	<u>3</u>	Foot Waling	<u>3</u>
1 <sup>st</sup> Foothooks	" <u>11</u> "	<u>12</u> <u>9</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>4 1/2</u>
2 <sup>nd</sup> Ditto	" <u>10 1/2</u> "	<u>9</u> <u>8</u>	Bilge to Wales	<u>2 1/2</u> <u>3</u>	Ceiling in Flat	<u>3</u>
3 <sup>rd</sup> Ditto	" <u>9</u> "	<u>9</u> <u>7</u>	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	" <u>8 1/2</u> "	<u>8 1/2</u> <u>5</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>1 1/2</u>
Deck Beams ....N <sup>o</sup> . of <u>22</u>	" <u>9 1/2</u> "	<u>9</u> <u>7</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>4</u>
Hold Beams ....N <sup>o</sup> . of <u>8</u>	" <u>12</u> "	<u>10</u> <u>8</u>	Plank Sheers	<u>3 1/2</u>	Ceiling 'twixt Decks	<u>3</u>
Keel	" <u>12</u> "	<u>9</u> <u>—</u>	Water-Ways	<u>5</u>	Hold Beam Shelves	<u>4</u>
Kelsons	" <u>13</u> "	<u>13</u> <u>—</u>	Upper Deck	<u>3 1/2</u> <u>2 1/2</u>	Deck Beam Ditto	<u>—</u>

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron:</b>	
Heel-Knee, and Dead Wood abaft	<u>1 1/4</u> <u>1/8</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>1 1/4</u> <u>7/8</u>
Scarpns of Keel	N <sup>o</sup> . <u>7/8</u> <u>3/4</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>7/8</u> <u>3/4</u>
Floor Timber Bolts	<u>3/8</u>	Lower Pintle of the Rudder	<u>3/4</u>	same in Iron above the Copper	
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>7/8</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 34 1/2 Inches. The Space between the Top-timbers is 7 Inches. The Stem, Stern Post, are composed of French Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of French Oak and are — free from all defects.

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

The other Foothooks and Top Timbers of —

The Shifts of the first and second Foothooks are not less than 3 1/2 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet to 4 feet 6 inches

The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is well squared

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 1/2 of the entire moulding at that place.

The Frame is — chocked with a Butt at each end of the chock When required

The Main Kelson is composed of Dantzic Oak and the False Kelson of none

The Scarphs of the Kelsons are not less than five feet 8 inches.

The Deck and Hold Beams are composed of Dantzic and French Oak

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

From the first Foothook Heads to the Light Water Mark of Dantzic & Stettin Oak

From the Light Water Mark to the Wales of —

The Wales and Black-strakes are of Dantzic & Stettin Oak The Topsides of —

The Sheer-strakes and Plank-sheers of Dantzic Oak The Water-ways of Dantzic Oak

The Decks of Dantzic Crown fir State of very good

The Shifts of the Planking are not less than 5 Feet 10 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 3 & 2 between

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

The Ceiling, Lower Hold, of Dantzic & Stettin Oak between Decks of Dantzic Oak

Shelf Pieces of Dantzic Oak Clamps of Dantzic Oak

**Fastenings.**—To Hold Beams 1 1/2 7/8 iron

Deck Beams 3/4 7/8 at the ends of the beams 3/4 iron

Number of Breasthooks four Pointers two Crutches one

Butts End Bolts are of 5/8 Copper in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling 3/4 Copper bolted through and clenched.

General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name Sebire & De La Rue

Surveyor's Name Peter Collier



Her Masts, Yards, &c. are in her 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,	90	Chain . . . . .	1 1/16	3	Bower,	12-0-14	
1	Fore Top Sails,	90	Chain . . . . .	1 1/16	1	Stream,	10-0-27	
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable . . . . .	2 3/8	2	Kedge,	9-2-24	
2	Main Sails,	120	Hawser . . . . .	3-5			5-0-25	
2	Main Top Sails,	120	Towlines . . . . .	4			2-3-8	
	and	120	Warp . . . . .	3 1/2			1-1-15	
			All of . . . . . quality.					

Her Standing and Running Rigging Patent Rope sufficient in size and very good in quality.

She has One Long Boat and Yawl & Gig

The present state of the Windlass is Patent Capstan Winch and Rudder very good

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

The Monarch is a strong built ship and the Workmanship remarkably well executed. The keel of the first futtocks butts over the keel. The Deck beams are kned with Double lodging knees—has a Quarter deck two feet high and twenty six feet long the beams are duff staired and bolted in a thick clamp 6 1/2 in thick is well equipped and abundantly found. has been thirteen months building) and "Surveyed by me as prescribed by the Rules, &c."

"I mentioned to the Owners. the expediency of putting six vertical knees each side in addition to the Deck beams as prescribed in Rule 41 page 11— which they declined acceding to, alledging that they considered the Monarch beams sufficiently fastened without going to that expense &c."

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

The Amount of the Fee.....£ 3 : " : " is received by me,

Special .....£ : :

Committee's Minute 10<sup>th</sup> April 1841

Character assigned

Deferred

Noted to be done better to  
Lloyd's Register Foundation