

No. 10 Survey held at London Date 13th 10th 1857
 on the Monarchy Master John Smith
 Tonnage 662 Built at London When built 1857
 By whom built Peter Chaloner Smith Owners John Smith
 Port belonging to London Destined Voyage Calcutta
 If Surveyed Afloat or in Dry Dock Whilst Building

Length abait	Feet. 142	Inches. 9	Extreme Breadth	Feet. 31	Inches. 9	Depth of Hold	Feet. 21	Inches. 2
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches. 30		Inches. Middle Ends		Outside.		Inside.	
Floors	sided 15		Moulded 4 1/2		Keel to Bilge		Limber Strakes	
1 st Foothooks	13 1/2		12		Bilge Planks		Bilge Planks	
2 nd Ditto	12 1/2		10 1/2		Bilge to Wales		Ceiling in Flat	
3 rd Ditto	10 1/2		9 1/2		Wales		Ditto Bilge to Clamp	
Top Timbers	10		7		Topsides		Hold Beam Clamps	
Deck Beams N ^o 24	Average Space 4 1/2		12		Sheer Strakes		Deck Beam Ditto	
Hold Beams N ^o 22	Average Space 4 1/2		14		Plank Sheers		Ceiling 'twixt Decks	
Keel	14 1/2		16		Water Ways		Hold Beam Shelves	
Kelsons	17		22 1/2		Upper Deck		Deck Beam Ditto	

Size of Bolts in Fastenings, distinguishing whether		Iron.	
Copper or Iron.		Copper or Iron.	
Heel-Knee, and Dead Wood abaft	1 1/2	Bolts thro' the Bilge and Limber Strakes	1 1/2
Scarp of Keel N ^o 18	1 1/2	Butt End Bolts	1 1/2
Floor Timber Bolts	1 1/2	Lower Pintle of the Rudder	1 1/2
Kelson ditto	1 1/2		
Transoms and throats of Hooks	1 1/2		
Arms of Hooks	1 1/2		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 12 1/2 Inches. The Space between the Top-timbers is 14 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 5 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are in proportion

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

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

The Butts of the Timbers are also close together; their thickness not less than 1/3 of the entire moulding at that place. or 1/4 of the entire

The Frame is well chocked with a Butt at each end of the check.

The Main Kelson is composed of Greenheart, Morra, English Oak and the False Kelson of None

The Scarphs of the Kelsons are not less than 10 feet inches.

The Deck and Hold Beams are composed of English, Gabion, Greenheart, African, Mahogany

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Oak, Morra, Mahogany

From the first Foothook Heads to the Light Water Mark of English Oak, Greenheart

From the Light Water Mark to the Wales of English Oak, Greenheart, Morra, African

The Wales and Black-strakes are of English Oak, P. Oak, Morra, Greenheart The Topsides of Greenheart, Mahogany

The Sheer-strakes and Plank-sheers of Greenheart, P. Oak, English Oak The Water-ways of P. Oak, African, English Oak

The Decks of Yellow Pine State of Good

The Shifts of the Planking are not less than 5 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 Shoa between

Planking Inside.—The Limber-strakes are composed of Greenheart, Gabion, English Oak the Bilge Planks of Greenheart, Senon, English Oak

The Ceiling, Lower Hold, of Greenheart, Gabion, African, Mahogany Between Decks of Greenheart, English Oak, P. Oak, Mahogany

Shelf Pieces of None Clamps of Greenheart, Senon, English Oak

Fastenings.—To Hold Beams Iron Staps, Wood, Lead, Iron, Senon, P. Oak, Mahogany

Deck Beams Iron, Wood, Staps, Lead, Iron, Senon, P. Oak, Mahogany

Number of Breasthooks Five Pointers Five Pins Crutches Four

Butts End Bolts are of Metals in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Metals bolted through and clenched. Treennails of Senon, English Oak

General Quality of Workmanship good

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

Builder's Signature John Smith Surveyor's Signature John Smith

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.	Fathoms.	Chain	Tested	inches.	No.
Fore Sails,	285	Chain	Tested	1 1/4	3
Fore Top Sails,	60	Chain	Tested	1 1/4	3
Fore Topmast Stay Sails,	90	Hempen Stream Cable		9	1
Main Sails,	90	Hawser		7 1/2	2
Main Top Sails,	90	Towlines		5 1/2	
and		Warp		4 1/2	
		All of	good	quality.	

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

She has One Long Boat and Two others

The present state of the Windlas is good Capstan and Rudder Pumps

General Remarks—Statement and Date of Repairs.

The material & workmanship both very good she is fastened with copper or yellow metal at the exclusion of all Iron Bolts in conformity with the rules for the Thirteen Year grade

ggs Deck rails

Monmouth

If Sheathed, Doubled, Felted, or Coppered

Yellow Metal When last done at present time

I am of opinion this Vessel should be Classed

13 A 1

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

John S. Cullen N.Y. Special£ 33: 2: -:-

Certificate (if required)£ -:-

Committee's Minute

7th March 1857

Character assigned

A 1 for 13 yrs



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