

No. 317 Port of London Date June 10<sup>th</sup> 1834  
Survey of the Schooner, Monkey Master J. Pargill  
Tonnage 114 Owners J. J. Adams Port belonging to London  
By whom built Benson Where built Hastings When built 1831  
Destined Voyage \_\_\_\_\_

*Survey of hull*

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....				Depth of Hold .....			
Rake of Stem .....				Lower Hold .....			
D° of Stern Post.....				Between Decks .....			
Extreme Breadth .....							

  

Scantling of Timber.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each .....			
Floors in the middle .....			
_____ at the ends .....			
1 <sup>st</sup> Foothooks .....			
2 <sup>nd</sup> Foothooks .....			
3 <sup>rd</sup> Foothooks .....			
Top Timbers .....		6	5
Deck Beams.....Middle.....		8	7½
_____ at the Ends..			
_____ Knees .....			
Hold Beams.....Middle.....			
_____ at the Ends..			
_____ Knees .....			
Main Kelson .....			
Scarp of Kelson ....Length .....			

  

Outside.		Inside.	
Inches.		Inches.	
Bilge to Wales .....		Ceiling below Hold Beams ...	2½
Short Hoods .....		Clamps and Bilge Planks.....	3
Bilge Planks .....		Upper Deck Clamps and	
Bilge to Keel .....		Spirketting .....	
Wales .....		Stringer .....	4
Topsides .....		Twixt Deck Ceiling.....	2
Shear Strake .....			
Plank Shears.....			

  

Decks.	
Inches.	
Thickness.....	2½
Water Ways.....	

  

Bolts.	
Inches.	
Heel, Knee, and Dead Wood	
abait .....	
Scarp of the Keel .....	
Kelson Bolts .....	
Bolts thro' the Bilge and Foot	
Waling .....	
Butt Bolts.....	
Hold Beam Bolts .....	
Hooks forward at throat .....	
Hooks forward at arms.....	
Transoms .....	
Lower Pintle of the Rudder ..	

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name \_\_\_\_\_

Surveyor's Name \_\_\_\_\_

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit .....	Good quality and sufficient size	
Foremast .....		
Main Mast .....		
Mizen Mast .....		

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp .....		
D° Iron.....	100	
Hawser.....	75	
Towlines .....	2 Warps	
1 <sup>st</sup> Warp .....		
2 <sup>nd</sup> D° .....		

Standing and Running Rigging is all found to be sufficient in size, and good in quality. }

Sails.

N°.		Nos.
	Fore Topmast Stay Sails.....	
	Fore Sail .....	
	Fore Topsails .....	
	Main Sails .....	
	Main Top Sails.....	
	And is generally well found in other sails. }	

Anchors.

Nos.	
2	Bower
1	Stream
1	Kedge

Boats.

Number and Description.

Long boat  
and Jolly boat

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

Owner's Name \_\_\_\_\_

Nautical Surveyor's Name D. Middleton



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Lloyd's Register  
Foundation



## SURVEYOR'S REMARKS.

## Timbering.

British Oak

The Quality,  
Squaring, and  
Workmanship.

Good quality well squared and straight

## Planking.

British Oak.

Outside and Inside  
Quality, Edging,  
and Workmanship.

Good quality and workmanship

## Fastenings.

If Sheathed,  
Doubled, or  
Felted.Copper, Was caulked in 1834 over Paper. No hold  
beams, the deck beams secured with a four inch  
stringer bolted to every timber and an Iron Hanging  
knee to every alternate beam and clamps  
butt to butt (copper) clenched

## Repairs.

General Observations  
and Opinion as  
required by the  
Instructions.This vessel being part loaded could not make a  
very minute inspection, but from what could  
be seen she is a sound good vessel being in  
a high state of repair and efficiency and in  
my opinion should remain in the first description  
of the first Class Twelve Years

The Amount of the Fee, - £

: 10 : 6 is received by me

Mr. Custrey

Committee Minute

73 August

1834

Character assigned

A 1 for 12 Years

Produce Year P. Comm.  
Min. 16 Aug 1834

J. M. C. St. John

