

No. 961 Port of London Date 3^d Dec^r 18 34 961
 Survey of the Ship British Monarch Master Sydney 964
 Tonnage 368 Owners Graham Port belonging to London
 By whom built — Where built Newcastle When built 1825
 Destined Voyage Pitts
Surveyed Afloat

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.				Outside.		Inside.	
Inches.		Sided Inches.	Moulded Inches.	Feet.		Inches.	
Timber and Space, each.....	<u>11</u>	<u>11</u>		Bilge to Wales		Ceiling below Hold Beams ...	<u>3</u>
Floors in the middle		<u>11</u>		Short Hoods		Clamps and Bilge Planks.....	<u>3 1/2</u>
— at the ends				Bilge to Keel		Upper Deck Planks and	
1 st Foothooks				Wales		Spirketting	<u>8</u>
2 nd Foothooks			<u>8 1/2</u>	Topsides		'Twixt Deck Ceiling	<u>2 1/2</u>
3 rd Foothooks				Plank Shears.....			
Frame							
Top Timbers			<u>6 1/2</u>				
Deck Beams middle		<u>10</u>	<u>10</u>				
— at the ends							
Knees to d°							
Keel, N° Length							
Main Kelson							
Scarphs at Kelson							

Decks.

Thickness..... Inches. || Water Ways..... Inches.

Bolts.

Keel Knee and Dead Wood } Butt Bolts..... Inches.
 abaft }
 Scarph of the Keel Hold Beam Bolts.....
 Kelson Bolts Hooks forward at throat
 Bolts thro' the Bilge and Foot } Hooks forward at arms.....
 Waling } 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.

	Sort Wood.	Length, &c.
Bowsprit		
Foremast		
Topmast	<u>Pine</u>	<u>Perpet</u>
Fore Yard		
Main Mast		<u>dimensions</u>
Main Top Mast		<u>for mast now</u>
Main Yard		<u>new</u>
Mizen Mast		

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron.....		
Hawser.....		
Towlines		
1 st Warp		
2 nd D°		

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

Must Hawser notice given

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

Owner's Name

Nautical Surveyor's Name

Sails.

N°.		N°s.
<u>2</u>	Fore Topmast Stay Sails.....	
<u>2</u>	Fore Sail	
<u>2</u>	Fore Topsails	
<u>2</u>	Main Sails	
<u>2</u>	Main Top Sails.....	
	And is generally well found in other sails. }	

Anchors.

N°s.	
<u>3</u>	Bower
<u>1</u>	Stream
<u>1</u>	Kedge

Boats.

Number and Description.
<u>1</u> long
<u>1</u> short
<u>1</u> row



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961. Lar.

SURVEYOR'S REMARKS.

Timbering.
The Quality,
Squaring, and
Workmanship.

is English Oak of good quality & large scantling
but mooling well squared fair workmanship—

Planking.
Outside and Inside
Quality, Edging,
and Workmanship.

Outside is English & African Oak of good
quality Inside is part English &
part foreign all of good quality but
the caulking had shrunk— and is firmed up—

Fastenings.
If Sheathed,
Doubled, or
Felled.

one Copper bidge bolts through butt bolts
not through— is well fastened at the
bows and beam ends but indifferently
secured at the Stern having a craft port for which
two transoms are cut off and no Pointers or Crutch
Repairs.
Coppered—1831—

General Observations
and Opinion as
required by the
Instructions.

This has been rather a good built vessel
at first excepting that she has no
pointers or crutch aft to compensate for
transoms being cut to make craft port, the Plank
shears are becoming indifferent in places but sufficient
for the present and of opinion she is fit for the
conveyance of dry perishable cargoes & should be classed
10A—

The Amount of the Fee, £ 2: 2: 0 is received by me.

Committee Minute 26 Dec 1834

Character Assigned A 1 for 10 Years
M. S. C. S. H.



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Spent 1/6 on 24
M. S. C. S. H.