

No. \_\_\_\_\_ Survey held at London Date 14 April 18428618  
 on the Ship Monarch Master Arms  
 Tonnage 58 Built at Woodbridge When built 1839 November  
 By whom built \_\_\_\_\_ Owners Taylor & Co.  
 Port belonging to Woodbridge Destined Voyage Woodbridge  
 If Surveyed Afloat or in Dry Dock Afloat

| Length aloft |         | Extreme Breadth |         | Depth of Hold |         |
|--------------|---------|-----------------|---------|---------------|---------|
| Feet.        | Inches. | Feet.           | Inches. | Feet.         | Inches. |
| Length aloft | .....   | Extreme Breadth | .....   | Depth of Hold | .....   |

  

| Scantlings of Timber.     |       |         |         | Thickness of Plank. |         |                      |         |
|---------------------------|-------|---------|---------|---------------------|---------|----------------------|---------|
| Timber and Space          | Feet. | Inches. | Remarks | Outside.            |         | Inside.              |         |
|                           |       |         |         | Inches.             | Inches. | Inches.              | Inches. |
| Floors                    | ..... | .....   | Moulded | Keel to Bilge       | .....   | Foot Waling          | .....   |
| 1 <sup>st</sup> Foothooks | ..... | .....   | "       | Bilge Planks        | .....   | Bilge Planks         | .....   |
| 2 <sup>nd</sup> Ditto     | ..... | .....   | "       | Bilge to Wales      | .....   | Ceiling in Flat      | .....   |
| 3 <sup>rd</sup> Ditto     | ..... | .....   | "       | Wales               | .....   | Ditto Bilge to Clamp | .....   |
| Top Timbers               | ..... | .....   | "       | Topsides            | .....   | Hold Beam Clamps     | .....   |
| Deck Beams                | ..... | .....   | "       | Sheer Strakes       | .....   | Deck Beam Ditto      | .....   |
| Hold Beams                | ..... | .....   | "       | Plank Sheers        | .....   | Ceiling 'twixt Decks | .....   |
| Keel                      | ..... | .....   | "       | Water-Ways          | .....   | Hold Beam Shelves    | .....   |
| Kelsons                   | ..... | .....   | "       | Upper Deck          | .....   | Deck Beam Ditto      | .....   |

  

| Size of Bolts in Fastenings.   |         | Iron.     |         |
|--------------------------------|---------|-----------|---------|
| Copper.                        | Inches. | Iron.     | Inches. |
| Heel-Knee, and Dead Wood abaft | .....   | Hold Beam | .....   |
| Scarphs of Keel                | .....   | Deck Beam | .....   |
| Floor Timber Bolts             | .....   | .....     | .....   |
| Kelson ditto                   | .....   | .....     | .....   |
| Transoms and throats of Hooks  | .....   | .....     | .....   |
| Arms of Hooks                  | .....   | .....     | .....   |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 Inches. The Space between the Top-timbers is 7 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. When seen  
 The Floors and first Foothooks are composed of English Oak Timber.  
 The other Foothooks and Top Timbers of do do  
 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 well 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 futtock heels are Chocked  
 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 American Oak and the False Kelson of \_\_\_\_\_  
 The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Native like Eng<sup>t</sup> Oak  
 From the first Foothook Heads to the Light Water Mark of do do  
 From the Light Water Mark to the Wales of English Oak  
 The Wales and Black-strakes are of English Oak The Topsides of English Oak  
 The Sheer-strakes and Plank-sheers of English Oak The Water-ways of The same  
 The Decks of Huller fir 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 \_\_\_\_\_ between

**Planking Inside.**—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Foreign Oak  
 The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine  
 Shelf Pieces of \_\_\_\_\_ Clamps of Foreign Oak

**Fastenings.**—To Hold Beams \_\_\_\_\_  
 Deck Beams 2 wood loading knees  
 Number of Breasthooks None Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of Chucker in the Bottom, and Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Iron 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 Porter  
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 LONG 612-0441

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. 8618 Lon Stoking

| She has SAILS.           |            | CABLES, &c.                 |              | ANCHORS, and their weights. |   |
|--------------------------|------------|-----------------------------|--------------|-----------------------------|---|
| N <sup>o</sup> .         | Fathoms.   |                             | Inches.      | N <sup>o</sup> .            |   |
| Fore Sails,              | <u>157</u> | Chain .....                 | <u>3 1/2</u> | <u>2</u>                    | Bower, } <u>sufficient</u><br>Stream, } <u>weight</u><br>Kedge, } |
| Fore Top Sails,          | <u>30</u>  | Hempen Stream Cable .....   | <u>4 1/2</u> | <u>1</u>                    |   |
| Fore Topmast Stay Sails, | <u>30</u>  | Hawser .....                | <u>3 1/2</u> | <u>1</u>                    |   |
| Main Sails,              | <u>90</u>  | Towlines .....              | <u>3</u>     |                             |   |
| Main Top Sails,          |            | Warp .....                  |              |                             |   |
| and                      |            | All of <u>good</u> quality. |              |                             |   |

Her Standing and Running Rigging well fitted sufficient in size and good in quality.

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good

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

The timbering of the frame where it could be seen appears to be good English oak and she is a well built vessel of her sort (Humber keel) has a long hatchway with an iron stay across to secure the transverse strength, the Stoking mast is well fitted.

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed S A 1 Stoking  
 The Amount of the Fee.....£ 1 : \_\_\_\_\_ is received by me, at office  
 Special .....£ : :

Committee's Minute 15<sup>th</sup> April 1842

Character assigned S A 1 at office

AA

