

No. Survey held at Londonon the Ship MonarchDate May 21st184 4Master WalkerTonnage 1350 Built at BlackwallWhen built The launched 1st JuneBy whom built A Green & CoOwners A GreenPort belonging to LondonDestined Voyage CalcuttaIf Surveyed Afloat or in Dry Dock Building

Length aloft <u>between Perpendiculars</u> <u>178</u> Feet. <u>6</u> Inches.	Extreme Breadth <u>40</u> Feet. <u>6</u> Inches.	Depth of Hold <u>to upper Deck</u> <u>23</u> Feet. <u>6</u> Inches.
Scantlings of Timber.		
Timber and Space..... each <u>15 1/2</u> Inches.	Thickness of Plank.	
Floors... <u>Double</u> sided <u>13</u> Moulded <u>15</u> Inches.	Outside.	
1 st Foothooks..... <u>12</u> <u>13</u> " <u>13</u> " <u>13</u> " <u>13</u> " <u>13</u> "	Keel to Bilge..... <u>5</u> Inches.	Inside.
2 nd Ditto..... " <u>12</u> " <u>11 1/2</u> " <u>11 1/2</u> " <u>11 1/2</u> " <u>11 1/2</u> "	Bilge Planks..... <u>5</u> Inches.	Foot Waling..... <u>5 1/2</u> <u>5</u> Inches.
3 rd Ditto..... " <u>11</u> " <u>11</u> " <u>11</u> " <u>11</u> " <u>11</u> "	Bilge to Wales..... <u>5</u> Inches.	Bilge Planks..... <u>5 1/2</u> <u>6</u> Inches.
Top Timbers..... " <u>10</u> " <u>8 1/2</u> " <u>8 1/2</u> " <u>8 1/2</u> " <u>8 1/2</u> "	Wales..... <u>10</u> Strakes..... <u>6</u> Inches.	Ceiling in Flat..... <u>5</u> Inches.
Deck Beams.... N ^o . of <u>36</u> " <u>11</u> " <u>10</u> " <u>10</u> " <u>10</u> "	Topsides <u>average</u> <u>4</u> Inches.	Ditto Bilge to Clamp <u>8</u> Strakes..... <u>3</u> Inches.
Hold Beams.... N ^o . of <u>32</u> " <u>13</u> " <u>12</u> " <u>12</u> " <u>12</u> "	Sheer Strakes <u>5</u> Strakes..... <u>4</u> Inches.	Hold Beam Clamps..... <u>5 1/2</u> <u>6</u> Inches.
Keel..... " <u>14</u> " <u>16</u> " <u>16</u> " <u>16</u> " <u>16</u> "	Plank Sheers <u>on spar Deck</u> <u>4</u> Inches.	Deck Beam Ditto..... <u>2</u> <u>6</u> Inches.
Kelsons..... " <u>18</u> " <u>18</u> " <u>18</u> " <u>18</u> " <u>18</u> "	Water-Ways..... <u>2</u> Strakes <u>12</u> x <u>12</u> <u>4</u> Inches.	Ceiling 'twixt Decks..... <u>5</u> Inches.
	Upper Deck..... <u>3</u> Inches.	Hold Beam Shelves..... <u>12</u> x <u>10</u> <u>6</u> Inches.
		Deck Beam Ditto..... <u>12</u> x <u>10</u> <u>6</u> Inches.
		<u>LD Spiketting</u> <u>2</u> <u>6</u> Inches.
Size of Bolts in Fastenings.		
Copper.		
Heel-Knee, and Dead Wood abaft... <u>15 1/2</u> <u>13 1/8</u> Inches.	Iron:	
Scarp of Keel..... N ^o . <u>8</u> <u>1 1/4</u> Inches.	Bolts thro' the Bilge and Foot Waling..... <u>7/8</u> Inches.	Hold Beam..... <u>Copper</u> <u>1 3/8</u> <u>1 1/4</u> Inches.
Floor Timber Bolts..... " <u>1 1/4</u> Inches.	Butt End Bolts..... <u>3/8</u> Inches.	Deck Beam..... <u>Iron</u> <u>1 1/4</u> <u>1 1/8</u> Inches.
Kelson ditto..... <u>1 3/8</u> <u>1 1/4</u> Inches.	Lower Pintle of the Rudder..... <u>4</u> Inches.	
Transoms and throats of Hooks..... <u>1 1/4</u> Inches.		
Arms of Hooks..... <u>1 1/4</u> Inches.		same in Iron above the Copper..... <u>1</u> Inches.

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 1/8 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of English & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of African & English Oak and are 1/2 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 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 feet & upwards

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 all frames bolted together. N. B. If not, state how bolted.

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

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

The Main Kelson is composed of African Oak and the False Kelson of East India Teak

The Scarphs of the Kelsons are not less than 4 feet inches.

The Deck and Hold Beams are composed of African Oak & East India Teak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of East India Teak

From the Light Water Mark to the Wales of see

The Wales and Black-strakes are of African Oak

The Topsides of East India Teak

The Sheer-strakes and Plank-sheers of East India Teak & some of the

The Water-ways of East India Teak

The Decks of Quartzite Decks

State of good

The Shifts of the Planking are not less than 6 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 three between

Planking Inside.—The Limber-strakes are composed of African Oak the Bilge Planks of East India Teak & some of the

The Ceiling, Lower Hold, of English Oak

Between Decks of East India Teak

Shelf Pieces of East India Teak

Clamps of East India Teak

Fastenings.—To Hold Beams Shelf Double Ring Hanging Nails, 11 1/2 Double Ring Hanging Nails in each Room & Bulkhead

Deck Beams Shelf Double Ring Hanging Nails, 8 1/2 Double Ring Hanging Nails in each Room & Bulkhead

Number of Breasthooks 8 1/2 Double Ring Pointers One pair

Cratches 2 1/2 Double Ring

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

Bilge and Footwaling are bolted through and clenched. about 3 2 bolts through each at Bilge

General Quality of Workmanship very good

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

Builder's Name

Surveyor's Name

George Bayley

G. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.



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Lloyd's Register
Foundation

LON 617-0284

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

10748 ton

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
3	Fore Sails,	300	Onstream chain	2	3 Bower,
2	Fore Top Sails,	100	Hempen Stream Cable	11	2 Stream,
2	Fore Topmast Stay Sails,	100	Hawser	8	2 Kedge,
2	Main Sails,	100	Towlines	6½	
3	Main Top Sails,	100	Warp	4½	
and well found in small sails		All of good quality.			
Her Standing and Running Rigging			sufficient in size and in quality.		

She has 1 Long Boat and two quarter boats & jolly boat
The present state of the Windlass is none Capstan double and Rudder good Iron Pumps

General Remarks—Statement and Date of Repairs.

This ship has 13 pair of Rides extending from the Lower Deck shelf to the 5th stake at the Forehead, with

She has a Spar Deck formed with 38 Beams 10 x 8 & 9 x 8—secured on a Pitch pine shelf 10 x 12—with a East India Link Waterway ^{14 x 13} 13 1/2 and a 3rd Cantage Deck— all the Beams secured with an Iron Hanging knee at each end—

All the Clamps to the Lower Deck & Upper Deck are well scarp'd and bolted together—

The Sheer Strakes are bolted together edgewise—

The Beams ~~to~~ are all faced down upon the Shelves with Keyed Cove-tail and the Waterways are let down upon the Beams in a similar manner, and securely bolted up and down as well as in and out—

The stern is secured with four Transoms across above the main Transom— all fitted with long Iron knees— besides the three Transoms of the frame which have knees at each end—

June 14. The ship is now sheathed with Yellow Metal.

G. Bayley.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done June 1844

I am of opinion this Vessel should be Class'd 12 A1

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

Special£ : :

Committee's Minute 14th June 1844

Character assigned A1 for 12 years



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