

No. 26 Survey held at Miramichi Date 23<sup>rd</sup> Feb 1856 to 25<sup>th</sup> May 1856  
on the New Ship "Glen Monarch" Master George Hewison  
Tonnage Old 992 Built at Miramichi When built 1856-57 Launched 25<sup>th</sup> May 1857  
By whom built Mr Wm Muirhead Owners Mr Wm Muirhead  
Port belonging to Miramichi Destined Voyage Liverpool  
If Surveyed while Building, Afloat, or in Dry Dock, While Building under "Special Survey"

Length aloft	Feet.	Inches.	Extreme Breadth Outside					Feet.	Inches.	Depth of Hold	Feet.	Inches.
	173	0						35	1		21	6
Scantlings of Timber.												
	SIDED.		MOULDED.					Thickness of Plank.				
	Inches.	Required	Inches.	Inches.	Required	Required	Outside.	Inches.	Required	Inside.	Inches.	Required
	In Ship.	as pr Rule	In Ship.	Ends.	pr Rule.	pr Rule.		In Ship.	per Rule.		In Ship.	per Rule.
TIMBER AND SPACE	28	32 3/4					Garboard Strakes	6 to 4 1/2	4 1/4	Limber Strakes	4 1/2	-
Floors <i>Double</i>	13	13 1/4	14 1/2	13 1/2	13 1/4	12 3/4	Garboard to Bilge	4 1/2	4 1/4	Bilge Planks	9	5 1/4
1 <sup>st</sup> Foothooks	12 1/2	12 3/4	13 1/2	12 1/2	12 3/4	11 3/4	Bilge Planks	5	4 1/4	Ceiling in Flat	4 1/2	3 1/2
2 <sup>nd</sup> Ditto	11 1/2	11 3/4	12 1/2	11 1/4	11 3/4	10 3/4	Bilge to Wales	5	4 1/4	Ditto Bilge to Clamp	5 1/2	3 1/2
3 <sup>rd</sup> Ditto	11 1/2	10 3/4	11 1/4	10	10 3/4	9	Wales	5 3/4	5 3/4	Hold Beam Clamps	5 1/2 to 7 1/2	4 1/2
Top Timbers	11 1/2	10	10	7 1/2	9	7 1/4	Topsides	4 1/2	4 1/2	Deck Beam Ditto	6 1/2 to 8	4 1/2
Deck } N <sup>o</sup> 31 Average } 4' 6"	11 1/2	10	10	8 1/2	10	8 1/4	Sheer Strakes	4 1/2	4 1/2	Ceiling 'twixt Decks	5 1/2	2 3/4
Beams }							Plank Sheers	5	4	Hold Beam Shelves	9	-
Deck Beams, length amidships	32.8	-	-	-	-	-	Water-Upper Deck	10x10	9	Deck Beam Ditto	-	-
Hold } N <sup>o</sup> 26 Average } 4' 4"	14	13 3/4	14	11 1/2	13 3/4	11 1/2	Ways } Lower Deck	9x10	-		9	5
Beams }							Upper Deck	3 1/2	3 1/2			
Hold Beams, length amidships	32.8	-	-	-	-	-						
Keel	15 1/4	15 1/4	15 1/4	-	15 1/4	-						
Scarphs of Ditto	7.0	6.6	-	-	-	-						
Keelsons <i>two heights</i>	16	16 1/4	33	-	16 1/4	-						
Scarphs of Ditto	7.0	6.6	-	-	-	-						

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Copper or Iron	Inches in Ship.	Inches required per Rule	Copper or Iron	Inches in Ship.	Inches required per Rule	Copper or Iron	Inches in Ship.	Inches required per Rule
Heel-Knee, and Deadwood abaft	1 1/2 I	1 1/2	Transoms and throats of Hooks	1 3/8 I	1 3/8	Hold Beam Bolts in	Waterway	1 1/4 I
Scarphs of Keel	1 1/4 I	1 1/4	Arms of Hooks	1 1/4 I	1 1/4		Knees	1 1/4 I
Keelson Bolts through Keel at each Floor	1 3/8 I	1 3/8	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/8 I	1		Shelf or Clamp	
Bolts through Heels of Timbers against Deadwood	1 1/4 I		Butt End Bolts	1 C.	1	Deck Beam Bolts in	Waterway	1 1/8 I
			Pintles of the Rudder	3 1/2 C.	3 1/2		Knees	1 1/8 I
							Shelf or Clamp	
						Nails or Bolts in Flat of Deck	Iron Nails	
						Treenails	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 2 1/2 Inches.  
The Floors consist of 83 feet of Keel placed amidships being 4 1/2 feet from the length of Bilge, remainder Tamarac. The First Foothooks of Tamarac Timber.

The Second Foothooks of Tamarac The Third Foothooks and Top Timbers of Tamarac

The Shifts of the First and Second Foothooks are not less than 5' 1" N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5' 1" to 6' 0"

The Frame is well squared from the First Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is squared

The alternate Frames are Iron bolted together to the Gunwale. N. B. If not, state how bolted.

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

The Frame is crooked & chocked with a Butt at each end of the chock. The Main piece of Rudder is American White Oak

The Main Keelson is American White Oak and quite free from all defects. The Main piece of Windlass is American White Oak

The Stem, and Stern Post, consist of American White Oak & Tamarac The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Tamarac Deadwood, of 14 Ins, and Tamarac and are quite free from all defects.

The Deck and Hold Beams consist of Tamarac & Red Pine The Breasthooks of Tamarac The Knees of Tamarac

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Birch, Tamarac & Red Pine

From the above named Height to the Light Water Mark Tamarac - Woods of Red Pine

From the Light Water Mark to the Wales Tamarac - Woods of Red Pine

The Wales and Black-strakes are Tamarac The Topsides Tamarac

The Sheer-strakes and Plank-sheers Tamarac The Water-ways Upper Deck Tamarac

The Decks are of Yellow Pine in a good State of Condition Lower Deck Tamarac

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 Three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Tamarac

The Ceiling, Lower Hold, and between Decks Tamarac and Shelf Pieces and Clamps Tamarac

Fastenings.—To Hold Beams Tamarac Lodging Knees sided 7 Ins. well batted with 1 1/4 Iron Beam ends secured to Waterway with 3 Ins iron dowels

Deck Beams Tamarac Lodging Knees sided 7 Ins. well batted with 1 1/4 Iron having a 3 1/2 Iron dowel in Waterway in each Beam end

Number of Breasthooks Seven Pointers 3 1/2 for 3 1/2 aft Crutches 2 No.

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

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Tamarac How Made Turned

Thickstuff over Double Floors Y. Metal bolted through and clenched. General Quality of Workmanship Substantial

We certify that the above is a correct description of the several particulars therein given

Builder's Signature John Saunders Surveyor's Signature Saml. Laphorn

Master Builder



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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
<i>One and Complete</i>	Fore Sails,	Chain .....	90	1 7/8	Bower, .....	1	35.7.14
	Fore Top Sails,	Hempen Stream Cable .....	90	9		1	28.0.7
	Fore Topmast Stay Sails,	Hawser .....	90	6 1/2	Stream, .....	1	12.0.21
	Main Sails,	Towlines .....					
	Main Top Sails,	Warp .....			Kedge, .....	1	6.2.0
	and	All of <u>good</u> quality.					

Her Standing and Running Rigging are sufficient in size and good in quality.

She has one Long Boat and a gig

The present state of the Windlass is good Capstans 2. good Rudder good Pumps 2 no. of Iron good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed	} <u>On all occasions practicable</u>
2nd. When the Beams are put in, &c.	
3rd. { When completed, and before the plank be painted or payed }	

The Kelsons are dowelled to Floors and each other - over short Floor-heads is wrought a strake of <sup>inches</sup> 11x10 bolted through timbers and clenched with 1 1/8 Iron - three lower deck Clamps Waterways, Spertetting, tween deck Ceiling and two Upper deck Clamps have each a clenched through bolt in each timber - All Treemails practicable in the bottom are "through treemails" Poop and Forecastle are also through treemailed - The deck frame in Waist is made more substantial by athwartship carlings of <sup>inches</sup> 7x4 3/4 being introduced between Beams - The Materials are good and securities strong and when Iron Knives and Riders are supplied she is submitted as being then eligible to Class Y. A.

Note - Two pairs of Pointers forward and two pairs aft in Flood are supplied with <sup>a rig</sup> to receive an Iron Flood or Crutch to each pair - it is considered desirable also that an iron Breast Flood over Bowspout should be furnished

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special .....£ 48 : 13 : 0

Certificate .....£ : :

Committee's Minute 16 May 1858

Character assigned For 7 Years