

No. 98 Survey held at Quebec Date Nov. 1853 & June 1854  
on the Ship Ocean Monarch Master O. Flaherty  
Tonnage Old 1869 2303 Built at Quebec When built launched May 1854  
By whom built Messrs Baldwin & Co Owners Ship Chas & Lewis & Co  
Port belonging to Quebec Destined Voyage Import  
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft 330 9/10 Feet. Inches. Extreme Breadth 41 3 1/2 Feet. Inches. Depth of Hold 22 5/10 Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	13	Moulded	1 1/2	Keel to Bilge	8 1/2	Limber Strakes	5 1/2
1st Foothooks.....	13 1/2	"	1 1/2	Bilge Planks	8 1/2	Bilge Planks	6 1/2
2nd Ditto.....	12 3/4	"	1 3/4	Bilge to Wales	5 1/2	Ceiling in Flat	5 1/2
3rd Ditto.....	11 1/2	"	1 1/2	Wales	8	Ditto Bilge to Clamp	6
Top Timbers.....	10 1/2	"	10	Short Hoods	7	Hold Beam Clamps	10 1/2
Deck Beams N° 34	Average Space 4 9/12	"	13 1/2	Topsides	6 1/2	Deck Beam Ditto	9 1/2
Hold Beams N° 35	Average Space 4 4/12	"	15 13	Sheer Strakes	5 1/2	Ceiling 'twixt Decks	5 1/2
Keel.....	"	"	19 1/2	Plank Sheers	5 1/2	Hold Beam Shelves	12 1/2
Keelsons.....	"	"	20	Water-Ways	14	Deck Beam Ditto	11 1/2
Scarphs of Ditto	"	"	18	Upper Deck	10 1/2		

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

Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
1 1/2	1 1/2	Heel-Knee, and Deadwood abaft	1 1/2	1 1/2	Lower Pintle of the Rudder	4	
1 1/2	1 1/2	Scarphs of Keel.....N°.	1 1/2	1 1/2	Hold Beam	1 1/2	1 1/2
1 1/2	1 1/2	Floor Timber Bolts	1 1/2	1 1/2	Deck Beam	1 1/2	1 1/2
1 1/2	1 1/2	Kelson ditto	1 1/2	1 1/2	Shelves & Clamps	1 1/2	1 1/2
		Transoms and throats of Hooks					
		Arms of Hooks					
		Bolts thro' Bilge & Limber Strakes					
		Butt End Bolts					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 7/8 Inches. The Stem, Stern Post, consist of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Oak and are free from all defects. The Floors consist of Oak The First Foothooks of Oak Timber. The Second Foothooks of Oak The Third Foothooks of Samarra Oak The Top Timbers of Samarra Oak The Shifts of the first and second Foothooks are not less than 6 1/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 8 & 9 feet excepting at turn of Quarter The Frame is squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is square The Frames are all bolted together to the Gunwale. all built in frames N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 7/8 of the entire moulding at that place. The Frame is cross chocked with a Butt at each end of the chock. The Main Keelson is Oak and free from all defects. The False Keelson is Oak The Deck Beams consist of Oak The Hold Beams of Oak The Knees of Spruce

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Elm From the above named Height to the Light Water Mark Elm & Red Pine From the Light Water Mark to the Wales Red Pine The Wales and Black-strakes are Red Pine The Topsides Red Pine The Sheer-strakes Oak & Samarra and Plank-sheers Oak & Samarra The Water-ways Yellow Pine The Decks Yellow Pine State of best order The Shifts of the Planking are not less than 6 1/2 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 Elm & Red Pine the Bilge Planks Elm & Red Pine The Ceiling, Lower Hold, Red Pine & Oak Between Decks Oak & Red Pine Shelf Pieces Oak Clamps Oak

Fastenings.—To Hold Beams Spruce Lodging Trees Deck Beams Spruce Lodging Trees Number of Breasthooks 60 Oak Pointers 1/2 Samarra Crutches 3 Oak & Samarra Butts End Bolts are of Yell Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are (7/8) bolted through and clenched. Treenails of C. Samarra How Made Curved General Quality of Workmanship Superior

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

Builder's Signature Baldwin & Co Surveyor's Signature Thos Muzius



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>1<sup>st</sup> M<sup>t</sup></i>	Fore Sails,	Chain <i>part 2<sup>nd</sup> part 1<sup>st</sup></i>	180		Bower, .....	1	39.1.14
<i>Sails 21 Pieces</i>	Fore Top Sails,	Hempen Stream Cable .....	-		Stream, .....	1	35.3.21
<i>including</i>	Fore Topmast Stay Sails,	Hawser .....	90	9			
<i>6 Study Sails</i>	Main Sails,	Towlines <i>2<sup>nd</sup> &amp; 4<sup>th</sup></i>	90	8	Kedge, .....		
and	Main Top Sails,	Warp .....					
		All of _____ quality.					

Her Standing, and Running Rigging *2<sup>nd</sup> M<sup>t</sup> part M<sup>t</sup>* is sufficient in size and \_\_\_\_\_ in quality. *2<sup>nd</sup> M<sup>t</sup> made*

She has *One* Long Boat and *Two others*

The present state of the Windlass is *Strong* Capstan *Two Strong* Rudder *Strong* Pumps *2 Cast Metal*  
*Patent Purchase*

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

This Ship is built single Floor & false Floor connecting the keels of the lower Footlocks, the Timber is very good & frame carefully put together. The Outside Plank is good the Seaming on flat heavy. Garboards 10 inch the planks next Caser gradually to 7 inch the thickness on flat. The Sheaves & Clamps are very well fitted are dovetailed to <sup>in straight side</sup> Timbers & work through bottom. The Beams are dovetailed to sheaves & well knued. At second Footlock heads are two Strakes of 8 inch Oak dovetailed to timbers & work through Transoms with Locust. The Bilge Keelson is fastened with Iron 2 1/2" to Timbers 1 1/2" through all punched up & plugged & is chain bolted in midships every 6 feet to the thick strakes on each side. The Bilges are well wrought & are metal through bottom between Masts. The Pork Clump 7, 13, 4 1/2 is wrought all round the ship. The Rough Tree Timbers are built in a firm part of the frame and are diagonally trussel with Red Pine, also the Pork instead of cutting. The great proportion of the Transoms where light Water Mark are Locust. in the Topsides & Forecastle nearly all are Locust. Through the lower Oak shelf & the two 8 in Strakes every eight feet is ~~one~~ <sup>seven</sup> bolt secured in Air Ports. The Workmanship is excellent I consider her a faithful built ship & when Keels & Riggers are fitted eligible to be Classed Y. A.

The chains & anchors are too light but no others could be got here at the time & they will have to be replaced in Liverpool.

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_

When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed *Y. A*

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

Special .....£ 75 : 6 : -

Certificate (if required) .....£ : :

Committee's Minute *12<sup>th</sup> Sept* 185*4*

Character assigned *Y. A*



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