

No. 98 Survey held at Quebec Date Nov 1853 & June 1854 (73)
on the Ship "Ocean Monarch" Master O. Flaherty
Tonnage Old 1869 New 1831 2803 Built at Quebec When built launched May 1854
By whom built Messrs Baldwin & Co Owners Messrs Chas & Lewis
Port belonging to Quebec Destined Voyage Liverpool
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft 230 8/10 Extreme Breadth 41 3/4 Depth of Hold 22 5/10

Scantlings of Timber.			Thickness of Plank.		
Room and Space	Feet. Inches.	Inches.	Outside.	Inside.	Inches.
Floors.....sided	15	Moulded	Keel to Bilge	Limber Strakes	5 1/2
1st Foothooks.....	15 1/2 x 14	1 1/2	Bilge Planks	Bilge Planks	6 1/2
2nd Ditto.....	12 3/4 x 13 1/2	1 1/2	Bilge to Wales	Ceiling in Flat	3 1/2
3rd Ditto.....	11 1/2 x 12 1/2	1 1/2	Wales	Ditto, Bilge to Clamp	6
Top Timbers.....	10 x 11	1 1/2	Short Hoods	Hold Beam Clamps	10 1/2 x 8 1/2
Deck Beams N° 34	Average Space 4 9/12	1 1/2	Topsides	Deck Beam Ditto	9 1/2 x 11 1/2
Hold Beams N° 35	Average Space 4 1/2	1 1/2	Sheer Strakes	Ceiling 'twixt Decks	3 1/2
Keel.....	17 1/2	1 1/2	Plank Sheers	Hold Beam Shelves	12 1/2 x 16 1/2
Keelsons.....	20	2 1/2	Water-Ways	Deck Beam Ditto	11 1/2 x 16 1/2
Scarp of Ditto	18	1 1/2	Upper Deck		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.					
	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	~	1 1/2	Transoms and throats of Hooks ..	~	1 1/2
Scarp of Keel.....N°.	1 1/4	1 3/8	Arms of Hooks <i>Butts</i>	1 1/4	1 3/8
Floor Timber Bolts	~	1 1/2	Bolts thro' Bilge & Keelsons	1 1/2	~
Kelson ditto		1 3/8	Butt End Bolts	7/8	~
<i>Brider</i>		1 3/8			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 1/4 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 Amarac Oak The Top Timbers of Oak Red Pine & 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 6 1/2 feet excepting at tear of Quarter The Frame is square 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 frame N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 1/3 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 & Amarac and Plank-sheers Oak & Amarac The Water-ways Yellow Pine The Decks Yellow Pine State of good 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

Planking Inside.—The Limber-strakes are Elm Flat Elm the Bilge Planks Elm & R Pine The Ceiling, Lower Hold, R Pine & Oak Between Decks Oak & Red Pine Shelf Pieces Oak Clamps Oak

Fastenings.—To Hold Beams spruce loading Knees Deck Beams spruce loading Knees

Number of Breasthooks 6 of Oak Pointers 1 pr Iron Crutches 3 Oak & Oak Knees Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are 7 in bolted through and clenched. Treenails of E. T & Coe How Made Yarns 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 H. W. Mearns

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.	Sails	Cables, &c.	Fathoms.	Inches.	No.	Weight.
1	Fore Sails,	Chain <u>bar 2nd part 1st 1/4</u>	180		1	39-1-14
2	Fore Top Sails,	Hempen Stream Cable			1	35-3-21
3	Fore Topmast Stay Sails,	Hawser	90	9	1	10-1
4	Main Sails,	Towlines	90	8		
5	Main Top Sails,	Warp				
	and	All of _____ quality.				

Her Standing and Running Rigging is sufficient in size and _____ in quality. Quebec hake

She has One Long Boat and Two others

The present state of the Windlass is Strong Capstan Strong Rudder Strong Pumps 2 Cast metal.

General Remarks—Statement and Date of Repairs.

This ship is built single floor & false floor connected the keels of the lower futwicks. The Limber is very good & carefully put together. The outside plank is good the scantling or flat heavy - futwicks 10ⁱⁿ & the planks most taper gradually to 7ⁱⁿ the thickness on floor. The shelves & clamps are very well fitted, are dovetailed to timbers in straight side & well thro bolted. The beams are dovetailed to shelves & well Rneed. At second futwicks heads are two strakes of 8ⁱⁿ oak dovetailed to timbers & well thro treenails with Locust. - The Ridge Keelson is fastened with Two 3/4 to Timbers & this all pinned up & plugged - is chain bolted in midships every 6 ft to the thick strakes on each side. - The bridges are well wrought & are metal thro bolted between keels. The Poop Clamp 7 x 13 x 4ⁱⁿ is wrought all pore & aft the ship - The Rongthue Timbers are built in & form part of the frame and are diagonally trussed with red pine; also the Poop instead of Ceiling. The great proportion of the treenails above light water mark are Locust. - In the Trapside & Fore cable nearly all Locust - This the lower deck shelf & the 2 8ⁱⁿ strakes every 8 ft is 1ⁱⁿ screen bolt - screened in Air Ports - The workmen ship is excellent. - I consider her a faithful built ship & when knees & Riders are fitted eligible to be classed 7a. The chain and anchors are too light but no others could be got here at the time & they will have to be replaced at Liverpool

If Sheathed, Doubled, Felted, or Coppered _____

When last done _____

I am of opinion this Vessel should be Classed 7a

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

Special£ 75 : 6 :

Certificate (if required)£ : :

Committee's Minute _____ 185 _____

Character assigned _____

Thos. Maynard



© 2021

Lloyd's Register Foundation

Geo. Mc. 24/6/54