

No. 2022 Survey held at Liverpool Date June 27th 1842 2022
 on the Brig Emily Master G. E. Robinson
 Tonnage Old 202 Built at Liverpool When built 1841 Launched June 1842
 By whom built Messrs. D. Hall & Co. Owners Rich^d Stephens & Co.
 Port belonging to Liverpool Destined Voyage Mediterranean 2022
 Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Length aloft	Feet. 115	Inches.	Extreme Breadth Outside	Feet. 22	Inches. 4	Depth of Hold	Feet. 12	Inches. 4
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE	21		Garboard Strakes	5	2 1/2	Limber Strakes	3 1/4	3
Floors	8 1/2	8 1/2	Garboard to Bilge	3	2 1/2	Bilge Planks	3 1/4	3
1 st Foothooks	8 1/2	7 1/4	Bilge Planks	3 1/4	2 1/2	Ceiling in Flat	3 1/4	3
2 nd Ditto	7 1/2	6 3/4	Bilge to Wales	3 x 3 1/2	2 1/2	Ditto Bilge to Clamp	2	2
3 rd Ditto	7 1/2	6	Wales	4 1/2	4	Hold Beam Clamps	3 1/4	3
Top Timbers	7 1/2	6	Topsides	3 x 3 1/4	3	Deck Beam Ditto	2 1/2	2 1/2
Deck } No. 6	13 feet 6	11	Sheer Strakes	3 1/4	3	Ceiling 'twixt Decks	2	2
Beams } Average Space	13 feet 6	11	Plank Sheers	3	2 1/2	Hold Beam Shelves	2	2
Deck Beams, length amidships	22		Water } Upper Deck	8		Deck Beam Ditto	2 1/2	2 1/2
Hold } No. 4	13 feet 6	11	Ways } Lower Deck	nm				
Beams } Average Space	13 feet 6	11						
Hold Beams, length amidships	22		Ditto, faying surface against Timbers	5	4 1/2			
Keel	11 1/2	14	Upper Deck	3	2 1/2			
Scarphs of Ditto	7 1/2	14						
Keelsons	12 1/2	14						
Scarphs of Ditto	7 1/2	14						

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.			Copper or Iron. Inches required per Rule.			Copper or Iron. Inches required per Rule.		
Heel-Knee, and Deadwood abaft	1	1	Transoms and throats of Hooks	1 1/2	1 1/2	Waterway		
Scarphs of Keel	7	3/4	Arms of Hooks	1 1/2	1 1/2	Hold Beam Bolts in		
Keelson Bolts through Keel at each Floor	7	3/4	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/8	3/8	Knees	1 1/2	1 1/2
Bolts through Heels of Timbers against Deadwood	3/4	1 1/2	Butt End Bolts	3/8	3/8	Shelf or Clamp		
			Pintles of the Rudder	2 1/2	2	Waterway		
						Deck Beam Bolts in		
						Knees	3/4	1 1/2
						Shelf or Clamp		
						Nails or Bolts in Flat of Deck	1/2	1/2
						Treenails	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/4 Inches. The Space between the Top-Timbers is 4 1/2 Inches.
 The Floors consist of British Oak. The First Foothooks of British Oak.
 The Second Foothooks of British Oak. The Third Foothooks and Top Timbers of British Oak.
 The Shifts of the First and Second Foothooks are not less than 3 feet 8. N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are the same.
 The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is Good.
 The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.
 The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is British Oak.
 The Main Keelson is Greenheart and is free from all defects. The Main piece of Windlass is Greenheart.
 The Stem, and Stern Post, consist of British Oak. The Transoms, Aprons, Knight Heads, and Hawse Timbers of British Oak. Deadwood, of Greenheart and are well free from all defects.
 The Deck and Hold Beams consist of Iron, G. & B. Oak. The Breasthooks of Iron. The Knees of British Oak & Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Iron & Greenheart, or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Marron & British Oak.
 From the Light Water Mark to the Wales Greenheart & Marron.
 The Wales and Black-strakes are British Oak. The Topsides Teak.
 The Sheer-strakes and Plank-sheers Teak. The Water-ways { Upper Deck Marron & British Oak, Lower Deck none.
 The Decks Yellow pine. State of locks good.
 The Shifts of the Planking are not less than Six 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 Greenheart.
 The Ceiling, Lower Hold, and between Decks Teak & Greenheart. Shelf Pieces and Clamps Greenheart & British Oak.
Fastenings.—To Hold Beams are Iron Securing Pieces and three pair of Iron Tickers, Wedge Bolted & Lashed.
 Deck Beams secured with British Oak & Iron Wedge Securing Pieces, & 7 pair of hanging Noses, through bolted & clenched.
 Number of Breasthooks Three. Pointers manufactured Crutches Three.
 Butts End Bolts are of Yellow metal in the Bottom, and Two Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes 1 1/2 bolted through and clenched. Treenails Greenheart & Iron How Made Iron & Greenheart.
 Thickstuff over Double Floors 1 1/2 bolted through and clenched. General Quality of Workmanship Good.

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature A. Hall & Co. Surveyor's Signature W. H. P. H. H.

ABN4-0269

2022 abn
Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
	Fore Sails,	Chain	180 1 1/2	Bower,	2 12" 3" 1/2
	Fore Top Sails,	Hempen Stream Cable	50 3 1/4		10" 3" 1/2
2 Sails	Fore Topmast Stay Sails,	Hawser	90 5 1/2	Stream,	1 9" 1" 1/2
Complete	Main Sails,	Towlines	90 7		
	Main Top Sails,	Warp	90 4	Kedge,	2 8" 1" 1/2
	and all new	All of <u>Good</u> quality.	90 3		2" 1" 1/2

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has One Long Boat and one other

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 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>October, 26th 1861,</u>
2nd. When the Beams are put in, &c.	<u>Nov^r 20th /</u>
3rd. { When completed, and before the plank be painted or payed }	<u>Dec^r 31st / 61.</u>

This Vessel is well built of good & sound material for the twelve years grade, and fastened with Trencails & yellow metal bolts, to the entire exclusion of Iron bolts & nails, in accordance with Rule Sect 46 for the additional period of another year, Twelve pair of diagonal plates fitted & bolted inside the frame timbers, 1/2 inch by 4, six feet apart the whole in accordance with rule Sect 39, The garboard strakes are horizontally bolted through the keel, and each other, The Iron upper deck beams consist of maleable bulb plates 1/2 by 8, and the waterway plates 1/2 by 18 inches, well rivetted to each beam, & the waterways secured by through bolting from the outside & up & down bolts between each beam, driven through chocks into the shelf piece, & the deck secured with 1/2 by 2 galvanized screw bolts driven down from upper side, the beams have double angle Iron, & the distance between the beams, average 3 feet 6,

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

If Sheathed, Doubled, Felted, or Coppered Yellow metal When last done 1862.

I am of opinion this Vessel should be Classed 13, A, 1

The Amount of the Fee.....£ 2 : - : - is received by me,

Special£ 8 : 10 : -

Certificate£ - : - : -

Committee's Minute 31 January 1862.

Character assigned A 1 for 13 years



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