

No. 4116 Survey held at Bideford Date April 16 1847  
 on the Ship, Empress of China Master Robt Brown  
 Tonnage 416 Built at Bideford When built 1847  
 By whom built George Cox Owners William Jenkins  
 Port belonging to Swansea Destined Voyage Liverpool  
 If Surveyed Afloat or in Dry Dock On the Stocks &c.

Length aloft ..... 118 6 Extreme Breadth ..... 27 8 Depth of Hold ..... 19 9

Scantlings of Timber.				Thickness of Plank.			
				Outside.		Inside.	
Timber and Space.....	each	<u>25</u>		Keel to Bilge .....	<u>3 1/2</u>	Foot Waling .....	<u>4</u>
Floors.....	sided	<u>13</u>	Moulded <u>14 1/2</u> <u>10 1/2</u>	Bilge Planks .....	<u>5 1/2</u>	Bilge Planks .....	<u>4 1/2</u>
1 <sup>st</sup> Foothooks.....	"	<u>10</u>	" <u>10</u>	Bilge to Wales .....	<u>3 1/2</u>	Ceiling in Flat .....	<u>3</u>
2 <sup>nd</sup> Ditto.....	"	<u>9 1/2</u>	" <u>9 1/2</u>	Wales .....	<u>5</u>	Ditto Bilge to Clamp .....	<u>3</u>
3 <sup>rd</sup> Ditto.....	"	<u>8</u>	" <u>8</u>	Topsides .....	<u>3</u>	Hold Beam Clamps .....	<u>4 1/2</u>
Top Timbers .....	"	<u>7 1/2</u>	" <u>7 1/2</u>	Sheer Strakes .....	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Deck Beams N <sup>o</sup> <u>22</u> Average Space } <u>4 feet</u>	"	<u>10</u>	" <u>10</u> <u>7</u>	Plank Sheers.....	<u>3 3/4</u>	Ceiling 'twixt Decks .....	<u>2 1/2</u>
Hold Beams N <sup>o</sup> <u>21</u> Average Space } <u>4 feet</u>	"	<u>11</u>	" <u>11</u> <u>8</u>	Water-Ways .....	<u>6 1/2</u>	Hold Beam Shelves .....	<u>5</u>
Keel .....	"	<u>12 1/2</u>	" <u>15</u>	Upper Deck .....	<u>3 1/4</u>	Deck Beam Ditto.....	<u>5</u>
Kelsons .....	"	<u>15 1/2</u>	" <u>17 1/2</u>				

Copper or Iron.		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft .....	<u>1 1/4</u>	Bolts thro' the Bilge and Foot Waling .....	<u>7/8</u>	Hold Beam .....	<u>1 1/2</u> <u>1/16</u>
Scarphs of Keel.....N <sup>o</sup> . <u>6</u>	<u>7/8</u>	Butt End Bolts .....	<u>3/4</u>	Deck Beam .....	<u>1</u>
Floor Timber Bolts .....	<u>1 1/8</u>	Lower Pintle of the Rudder .....	<u>3 1/2</u>		
Kelson ditto .....	<u>1 1/8</u>				
Transoms and throats of Hooks .....	<u>1</u>				
Arms of Hooks .....	<u>7/8</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are 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 four feet 6 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are five feet

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

The alternate Frames are all bolted together. 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 Kelson is composed of English Oak and the False Kelson of English Oak

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

The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Oak & Lucie Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak

The Decks of Best Lucie yellow Pine State of Very 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 Strakes between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of English Oak Clamps of English Oak

**Fastenings.**—To Hold Beams Stingers will bolted to sides and bolted & doweled to beams

Horizontal. Staple Iron Knives, Hanging Diagonal & Staple Standard to every Beam

Deck Beams Stingers will bolted and doweled Wood lodging & locking Knives

will bolted to the sides & beams, Iron Staple Standard to every beam

Number of Breasthooks Five Pointers Two Crutches Two

Butts End Bolts are of 3/4 copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling 7/8 copper bolted through and clenched.

General Quality of Workmanship Very good

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

Builder's Signature George Cox Surveyor's Signature James Brown

Her Masts, Yards, &c. are in new 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> .		
2	Fore Sails,	240	Chain .....	1 7/8		Wood Stock	21 0 0
1	Fore Top Sails,	100	Hempen Stream Cable .....	8 1/2		Bower,	20 0 0
1	Fore Topmast Stay Sails,	100	Chain Stream	7/8		Stream,	18 3 0
1	Main Sails,	100	Hawser .....	6		Kedge,	9 2 0
2	Main Top Sails,	100	Towlines .....	5			5 1 2
and all other necessary sails			Warp .....	4			3 2 21
			All of <u>best</u> quality.				

Her Standing and Running Rigging is sufficient in size and of best in quality.

She has One Long Boat and a Tolly Boat & Gig

The present state of the Windlass is good Capstan good and Rudder Good

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

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 12 A 1

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

Special .....£ : :

Certificate (if required) .....£ : 10 : :

Committee's Minute 20th April 1847

Character assigned A 1 for 12 Eves

"N.B. Have the goodness to send a certificate."



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