

In Supp
 No. 1926 Survey held at Hull Date May 1st 1848
 on the Barque Emily Master Hill
 Tonnage 334 Built at Hull When built 1847
 By whom built Humphrey Co Owners Wright & Co
 Port belonging to Hull Destined Voyage Hull to Petersburg
 If Surveyed Afloat or in Dry Dock Humphrey Co dry Dock
Original Report No 1854 Hull *Classed 12 A*

Report 1854 called County of Lancashire
 name "Emily" of Lancashire

Length aloft Feet. Inches. Extreme Breadth Feet. Inches. Depth of Hold Feet. Inches.

Scantlings of Timber.

Room and Space sided
 Floors
 1st Foothooks
 2nd Ditto
 3rd Ditto
 Top Timbers
 Deck Beams N° Average Space }
 Hold Beams N° Average Space }
 Keel
 Kelsons

Inches. Inches. Middle Ends
 Moulded
 "
 "
 "
 "
 "
 "
 "
 "

Thickness of Plank.

Outside. Inches. **Inside.** Inches.
 Keel to Bilge Limber Strakes
 Bilge Planks Bilge Planks
 Bilge to Wales Ceiling in Flat
 Wales Ditto Bilge to Clamp
 Topsides Hold Beam Clamps
 Sheer Strakes Deck Beam Ditto
 Plank Sheers Ceiling 'twixt Decks
 Water-Ways Hold Beam Shelves
 Upper Deck Deck Beam Ditto

Copper or Iron.

Heel-Knee, and Dead Wood abaft
 Scarphs of Keel N°.
 Floor Timber Bolts
 Kelson ditto
 Transoms and throats of Hooks
 Arms of Hooks

Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.

Bolts thro' the Bilge and Limber Strakes....
 Butt End Bolts
 Lower Pintle of the Rudder

Iron.

Hold Beam
 Deck Beam

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Inches. The Space between the Top-timbers is Inches. The Stem, Stern Post, are composed of the Transoms, Aprons, Knight Heads, Hawse Timbers, of and are free from all defects.

The Floors and first Foothooks are composed of Timber.

The other Foothooks and Top Timbers of

The Shifts of the first and second Foothooks are not less than N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are

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

The alternate Frames are bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock.

The Main Kelson is composed of and the False Kelson of

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

The Deck and Hold Beams are composed of

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of

From the first Foothook Heads to the Light Water Mark of

From the Light Water Mark to the Wales of

The Wales and Black-strakes are of The Topsides of

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

The Decks of State of

The Shifts of the Planking are not less than 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 composed of the Bilge Planks of

The Ceiling, Lower Hold, of Between Decks of

Shelf Pieces of Clamps of

Fastenings.—To Hold Beams

Deck Beams

Number of Breasthooks Pointers Crutches

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

Bilge and Limber Strakes bolted through and clenched. Treenails of

General Quality of Workmanship

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

Builder's Signature Surveyor's Signature



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 Lloyd's Register
 Foundation

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 .		
2	Fore Sails,	200	Chain	1 5/8	3	Bower,	17.3 - 16.1 - 14
1	Fore Top Sail,	90	Hempen Stream Cable	0	1	Stream,	
1	Fore Topmast Stay Sail,	90	Hawser	6	1	Kedge.	
1	Main Sail,	100	Towlines	3 1/2			
2	Main Top Sail,		Warp				
and <u>suit complete</u>			All of <u>good</u> quality.				

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

She has one Long Boat and two other boats
patent puncher

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

General Remarks—Statement and Date of Repairs.

6 iron hanging knees fitted each side under
the hold beams & copper Bolted & clenched
Bottom blacked
winch Stanchions & turned fitted
Cut Companion and Sky lights
cut and built up
chain Cable lockers built
pump well built
chain plate work all completed

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done

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

The Amount of the Fee....£ 2 : 0 : 0 is received by me,

Special£ 2 : 2 : 0 } 4. 12. 0

Certificate (if required)£ 0 : 10 : 0

Committee's Minute 2nd May 1848

Character assigned 12 A 1

HUL393/63