

No. 259 Survey held at Ipswich Date Nov 1840

on the Schooner Emulous Master Kemp

Tonnage 113 Built at Ipswich When built 1840

By whom built Head & Stage Owners Taylor & Co

Port belonging to Ipswich Destined Voyage

If Surveyed Afloat or in Dry Dock Throughout the Building

Length aloft	Feet. 42	Inches.	Extreme Breadth	Feet. 21	Inches.	Depth of Hold	Feet. 11	Inches. 2	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>						
Timber and Space	each	12		<b>Outside.</b>			<b>Inside.</b>		
Floors	sided	9 1/2	Moulded	9	7 1/2	Keel to Bilge	2 1/2	Foot Waling	2 1/2
1 <sup>st</sup> Foothooks	"	9	"	"	7 1/2	Bilge Planks	4	Bilge Planks	3
2 <sup>nd</sup> Ditto	"	8	"	"	7 1/2	Bilge to Wales	2 1/2	Ceiling in Flat	2
3 <sup>rd</sup> Ditto	"	7	"	"	7 1/2	Wales	4	Ditto Bilge to Clamp	"
Top Timbers	"	"	"	"	"	Topsides	2 1/2	Hold Beam Clamps	"
Deck Beams	N <sup>o</sup> . of 14	8	"	8	"	Sheer Strakes	3	Deck Beam Ditto	2 1/2
Hold Beams	N <sup>o</sup> . of 4	"	"	"	"	Plank Sheers	"	Ceiling 'twixt Decks	"
Keel	"	10	"	10	3 1/2	Water-Ways	4	Hold Beam Shelves	"
Kelsons	"	12	"	12	"	Upper Deck	3	Deck Beam Ditto	"
			<b>Size of Bolts in Fastenings.</b>						
<b>Copper.</b>			<b>Copper.</b>			<b>Iron.</b>			
Heel-Knee, and Dead Wood abaft	"	7 1/2							
Scarp of Keel	N <sup>o</sup> . of 8	7 1/2	Bolts thro' the Bilge and Foot Waling	"	5/8	Hold Beam	"	"	
Floor Timber Bolts	"	7 1/2	Butt End Bolts	"	"	Deck Beam	3/4	"	
Kelson ditto	"	"	Lower Pintle of the Rudder	"	2 1/4	same in Iron above the Copper.			
Transoms and throats of Hooks	"	"							
Arms of Hooks	"	3/4							

**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 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Oak and are free from all defects.

The Floors and first Foothooks are composed of African & English Oak Timber.  
The other Foothooks and Top Timbers of Second Dutch Oak & Pine & Top English Oak  
The Shifts of the first and second Foothooks are not less than 3 1/2 feet N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are good  
The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is square & good

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 1/3 of the entire moulding at that place.  
The Frame is chocked with 2 Butt at each end of the chock.  
The Main Kelson is composed of Afr. Oak and the False Kelson of Oak  
The Scarphs of the Kelsons are not less than 6 feet 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 American Elm  
From the first Foothook Heads to the Light Water Mark of English Oak  
From the Light Water Mark to the Wales of Oak  
The Wales and Black-strakes are of Oak The Topsides of Oak  
The Sheer-strakes and Plank-sheers of Oak The Water-ways of Oak  
The Decks of Santal de Sable State of  
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 thru between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of Oak  
The Ceiling, Lower Hold, of Oak Between Decks of Oak  
Shelf Pieces of Oak Clamps of Oak

**Fastenings.**—To Hold Beams  
Deck Beams Two Wood Lashing Knot to each end & Nine Hanging Iron each side  
Number of Breasthooks Three Pointers Crutches One Wood abast  
Butts End Bolts are of 1/2 Copper in the Bottom, and 2 Bolt in each Butt End through and clenched.  
Bilge and Footwaling are bolted through and clenched.  
General Quality of Workmanship is of the best description

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

Builder's Name

Surveyor's Name



Her Masts, Yards, &c. are in \_\_\_\_\_ 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,	50	Chain .....	1	2	Bower,
/	Fore Top Sails,	30	Hempen Stream Cable .....	8	1	Stream,
/	Fore Topmast Stay Sails,		Hawser <i>Plane</i> .....		2	Kedge,
/	Main Sails,	30	Towlines .....	4 1/2		
/	<del>Main</del> Top Sails,	30	Warp .....	3		
and <i>other running sails</i>			All of <i>good</i> quality.			

Her Standing and Running Rigging *Hemp* sufficient in size and *good* in quality.

She has *One* Long Boat and *one Tolly Boat*

The present state of the Windlass is *seam* Capstan \_\_\_\_\_ and Rudder *St*

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

*The within named is a well built and finished vessel the Timbers and Plank are of the best quality clear of sap or other defects, as is also the Beams Knee Waterways Plankheads and Materials throughout. She is well fastened at the Main Beams by double Wood Lacing Knee & Knee Run Hanging *St* on each side. The Floor heads Foot Railing & Butts are through Bolted & clenched and is otherwise well fastened*

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

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

*Sec* The Amount of the Fee.....£ 2 : 2 : 0 is received by me, *W. Mulloy*  
Special .....£ 10 : 10 : 0

Committee's Minute *10<sup>th</sup> Dec 1840*

Character assigned *A 1 for 12 Years*

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