

No. 2383 Survey held at Liverpool Date August 1838 2383  
 on the Brig Emma Graham Master Ferguson  
 Tonnage 20 1/4 Built at Liverpool When built launched July 24 - 1838  
 By whom built John Dawson & Co Owners Yeoward & Co  
 Port belonging to Liverpool Destined Voyage Opoto  
 If Surveyed Afloat or in Dry Dock Whilst building

Length aloft..... 88 Feet 0 Inches. Extreme Breadth ..... 22 Feet 9 Inches. Depth of Hold ..... 14 Feet 0 Inches.

**Scantlings of Timber.**

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>2 1/2</u>		
Floors..... sided	<u>9 1/2</u> Moulded	<u>13</u>	
1 <sup>st</sup> Foothooks..... "	<u>8 1/2</u> "	<u>8 1/2</u> "	
2 <sup>nd</sup> Ditto..... "	<u>8</u> "	<u>7</u> "	
3 <sup>rd</sup> Ditto..... "	<u>7</u> "	<u>6</u> "	
Top Timbers..... "	<u>6 1/2</u> "	<u>4 1/2</u> "	
Deck Beams..... Number of..... <u>10</u>	<u>8 1/2</u> "	<u>8 1/2</u> "	<u>6</u>
Hold Beams..... Do. Do..... <u>9</u>	<u>10</u> "	<u>10</u> "	<u>7 1/2</u>
Keel..... "	<u>10 1/4</u> "	<u>14</u> "	
Kelsons..... "	<u>11 1/2</u> "	<u>13 1/2</u> "	

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>3 1/2</u>
Bilge Planks <u>4 Strakes</u> .....	<u>4</u>	Bilge Planks.....	<u>3 1/2</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3</u>
Sheer Strakes.....	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways.....	<u>6</u>	Hold Beam Shelves.....	<u>5 1/2</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>4 1/2</u>

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>1</u>
Scarphs of Keel..... N <sup>o</sup> . <u>0</u>	<u>7/8</u>	Butt End Bolts.....	<u>5/8</u>	Deck Beam.....	<u>7/8</u>
Floor Timber Bolts.....	<u>x</u>	Lower Pintle of the Rudder.....	<u>2 3/4</u>		
Kelson ditto.....	<u>1 1/2</u>			same in Iron above the Copper.....	
Transoms and throats of Hooks.....	<u>1</u>				
Arms of Hooks.....	<u>3/4</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African Oak and are — free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.  
 Her other Foothooks and Top Timbers of English and African oak

Her Shifts of the first and second Foothooks are not less than 4 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 4 feet to 5 feet  
 The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is the same

The alternate Frames are all bolted together. all frames

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 well chocked with a Butt at each end of the chock.

The Main Kelson is composed of African Oak and the False Kelson of English Oak plank  
 The Scarphs of the Kelsons are not less than 6 feet — inches.

The Deck and Hold Beams are composed of English and African Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Quebec Elm  
 From the first Foothook Heads to the Light Water Mark of African Oak  
 From the Light Water Mark to the Wales of —

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

The Sheer-strakes of — Decks, and state of, Yellow Pine copper nailed  
 The Gunwales of African & English oak Water-ways of Pitch Pine, English oak round the Bow

The Shifts of the Planking are not less than 5 Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Clamps are composed of African Oak the Planking is wrought all three between. the Stringers of English & African Oak

The Bilge Planks of African Oak and the remainder of the Ceiling of African Oak

**Fastenings.**—To Hold Beams Stinger above and Iron Staple lodging knees  
 Deck Beams Stinger and solid Waterway & Double wood lodging knees  
 Number of Breasthooks four Pointers — Crutches one abaft

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Copper well 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 Name Duplicate signed by Messrs Dawson  
 Surveyor's Name J. Bayley



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	200	Chain .....	1 1/2	8 Bower, 0
2	Fore Top Sails,	90	Hempen Stream Cable.....	3/4	1 Stream,
2	Fore Topmast Stay Sails,	90	Hawser .....	5 1/2	1 Kedge,
1	Main Sails,	90	Towlines .....	6	All of proper weight.
1	Main Top Sails,	90	Warp .....	3 1/2	
and so well found		All of <u>new</u> quality. <u>good</u>			

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

She has one Long Boat and one other

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

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

The Contract for this vessel was simply a memorandum that Messrs Dawson should build a vessel of 200 tons for Messrs Geoard and others subject to my superintendence and by a specification to be approved by me. An impropriety being prevalent at this Port that the scantling as laid down in the regulations. Having this opportunity I have had this vessel built in strict accordance with the regulations and scantling free from soap. This scantling has given satisfaction to all who have seen it.

She has been built under my special inspection and all the regulations of the Society have been complied with.

She is a well built, and well finished vessel, fit to carry dry and perishable cargoes to and from all parts of the World in safety.

If Sheathed, Doubled, or Felted, Single Bottom and Date when last done \_\_\_\_\_

And Sam of opinion this Vessel should be Classed 12 A1

The Amount of the Fee.....£ 3: 3: is received by me,  
*Special fee 10-10*  
*J Bayley*

Committee Minute August 19<sup>th</sup> 1838

Character assigned A 1 for 12 Years

*il*



MS 2503 Bayley Committee by William