

No. Survey held at London Date Feb 4th 1842 1842
on the Bk Emily Master Humble
Tonnage 1161 Built at Calcutta When built 1836
By whom built Owners J Barnes
Port belonging to London Destined Voyage
If Surveyed Afloat or in Dry Dock Messons Dry Dock

Length aloft		Feet.		Inches.		Extreme Breadth		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
Scantlings of Timber.																	
Timber and Space	each	13															
Floors	sided	10 1/2	Moulded	15													
1 st Foothooks	"	9 1/2	"														
2 nd Ditto	"	8 1/2	"														
3 rd Ditto	"	9	"	7													
Top Timbers	"	9	"														
Deck Beams	N ^o . of 24	9	"	8 1/2													
Hold Beams	N ^o . of 22	10	"	9													
Keel	"	11	"														
Kelsons	"	11 1/2	"	14													
2 nd Kelsons 9x11																	
Size of Bolts in Fastenings.																	
Copper.																	
Heel-Knee, and Dead Wood abaft																	
Scarp of Keel	N ^o .																
Floor Timber Bolts																	
Kelson ditto																	
Transoms and throats of Hooks																	
Arms of Hooks																	
Iron.																	
Thickness of Plank.																	
Outside.																	
Keel to Bilge																	
Bilge Planks																	
Bilge to Wales																	
Wales																	
Topsides																	
Sheer Strakes																	
Plank Sheers		4															
Water-Ways		9															
Upper Deck		3															
Inside.																	
Foot Waling																	
Bilge Planks		5															
Ceiling in Flat		3															
Ditto Bilge to Clamp		3															
Hold Beam Clamps		4 1/2															
Deck Beam Ditto		3 1/2															
Ceiling 'twixt Decks																	
Hold Beam Shelves		8 x 12															
Deck Beam Ditto		6 x 12															
		6															

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Teak and are appt free from all defects.

The Floors and first Foothooks are composed of Teak & Saut Timber.

The other Foothooks and Top Timbers of

The Shifts of the first and second Foothooks are not less than 3 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are There appears to be a good shift of from 5 to 6 feet

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

The alternate Frames are — bolted together. N. B. If not, state how bolted. Appear to be all Frames

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 Teak and the False Kelson of Teak

The Scarphs of the Kelsons are not less than — feet — inches. not seen plank over the Kelson

The Deck and Hold Beams are composed of Teak

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 Teak

The Sheer-strakes and Plank-sheers of —

The Water-ways of —

The Decks of —

State of good

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 three between

Planking Inside.—The Limber-strakes are composed of Teak the Bilge Planks of Teak

The Ceiling, Lower Hold, of — Between Decks of Teak

Shelf Pieces of — Clamps of —

Fastenings.—To Hold Beams Shelf & Iron Hanging

Deck Beams 200

Number of Breasthooks 7

Pointers 1

Crutches 3

2 Transoms

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

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship good

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

Builder's Name

Surveyor's Name

George Bayley

C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.



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LONG 612-0344

8556 *Low*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 .	
	Fore Sails,		Chain			Bower,
	Fore Top Sails,		Hempen Stream Cable			Stream,
	Fore Topmast Stay Sails,	<i>130</i>	Hawser	<i>3</i>		Kedge,
	Main Sails,		Towlines			
	Main Top Sails,		Warp			
and			All of _____ quality.			

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has One Long Boat and _____The present state of the Windlass is _____ Capstan good and Rudder same - wooden good**General Remarks—Statement and Date of Repairs.**

At the present time has been stripped - 1/2 of 1/4 inches put to upper Deck & again long knee Rides put to lower Deck extending a sufficient distance below the 2nd Futtock Stands to take two Bolts in the timber below - The Iron Bolts tried and Cupped caulked throughout - Sheathed with yellow metal upon Abto the Hair felt

The sizes of the Lower Timbers in this ship are rather less than required by the scale - but this deficiency is in my opinion fully compensated by the extra keelson & extra depth size of the frame the moulding way - The Slop timbers are of full size -

If Sheathed, Doubled, Felted, or Coppered Yellow P. Hair When last done Feb 4/1842I am of opinion this Vessel should be Classed 12 AThe Amount of the Fee.....£ 3 : - : - is received by me, George Bayley

Special£ : :

Committee's Minute 20th March 1842Character assigned 12 A

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