

No. _____ Survey held at London Date Feb 4th 1842 1842
 on the Bk Emily Master Humble
 Tonnage 111 Built at Calcutta When built 1836
 By whom built _____ Owners J. Jones
 Port belonging to London Destined Voyage _____
 If Surveyed Afloat or in Dry Dock Dry Dock

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

| Scantlings of Timber. | | | Thickness of Plank. | | |
|--|--------------|---------------|---|---------------------------------------|-------------------------------|
| | Inches. | Inches Middle | Inches Ends | Outside. | Inside. |
| Timber and Space | each 13 | | | Keel to Bilge | Foot Waling |
| Floors | sided 10 1/2 | Moulded | 15 | Bilge Planks | 3 Bilge Planks 5 |
| 1 st Foothooks | 9 1/2 | | | Bilge to Wales | Ceiling in Flat 3 |
| 2 nd Ditto | 8 1/2 | | | Wales | Ditto Bilge to Clamp 3 |
| 3 rd Ditto | 9 | | 7 | Topsides | Hold Beam Clamps 4 1/2 |
| Top Timbers | | | | Sheer Strakes | Deck Beam Ditto 3 1/2 |
| Deck Beams N ^o . of 24 | 9 | | 8 1/2 | Plank Sheers 4 | Ceiling 'twixt Decks |
| Hold Beams N ^o . of 22 | 10 | | 9 | Water-Ways 9 | Hold Beam Shelves 8 x 12 |
| Keel | 11 | | | Upper Deck 9 | Deck Beam Ditto 6 x 12 |
| Kelsons | 11 1/2 | | 14 | | |
| <i>2 Lists Kelsons 9 x 11</i> Copper. Iron | | | Size of Bolts in Fastenings. Iron Copper. | | |
| Heel-Knee, and Dead Wood abaft | | | | Bolts thro' the Bilge and Foot Waling | Hold Beam |
| Scarpns of Keel N ^o . | | | | Butt End Bolts | Deck Beam |
| Floor Timber Bolts | | | | Lower Pintle of the Rudder | |
| Kelson ditto | | | | | same in Iron above the Copper |
| Transoms and throats of Hooks | | | | | |
| Arms of Hooks | | | | | |

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 _____ 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 four feet to be fit

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. Appt 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. Sita

The Main Kelson is composed of Teak and the ~~False~~ Kelson of Teak

The Scarpns 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 Augers

Deck Beams 200

Number of Breasthooks 7 Pointers 1 Crutches 3 2 Transoms Head

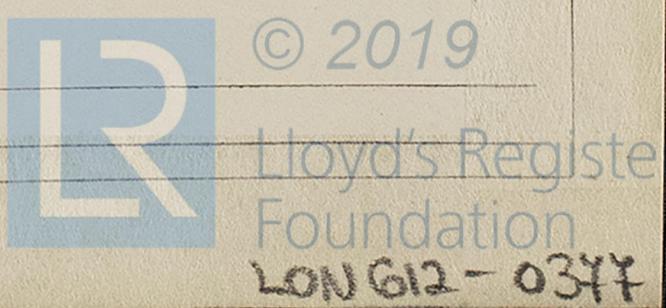
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling all 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



8556 Lon

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, | 130 | Hawser | 3 | 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 - wood pumps good

General Remarks—Statement and Date of Repairs.

At the present time has been stuffed - 1/2 pr. I # keels put to upper deck & again long keel keels 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 capped caulked throughout - Sheathed with yellow metal upon ~~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 keelsons & extra depth size of the frame the moulding way - The futtocks are of full size -

If Sheathed, Doubled, Felted, or Coppered yellow P Hair When last done Feb 4 1842

I am of opinion this Vessel should be Classed 12 A

The Amount of the Fee.....£ 3 : - : - is received by me, George Bayley

Special£ : :

Committee's Minute 20th March 1842

Character assigned A 12

