

# ANNUAL SURVEYS.

19577

No. 625 Survey held at London Date 24<sup>th</sup> March 1855  
 on the Brig Emperor Master J. Dimmison  
 Tonnage 264 Built at Aberdeen When built 1849  
 By whom built 200 Owners Dimmison &  
 Port belonging to Aberdeen Destined Voyage Cape of Good Hope  
 If Surveyed Afloat or in Dry Dock in Princes Dry Dock & afloat

Rec'd 31 May 55

Last Survey, No. 1521 Port of Aberdeen Classed 9 A1

The present Condition of the

Decks	} <u>Good</u>	Treenails	} <u>Good order</u>	Windlass and Capstan	<u>efficient</u>
Waterways		Breasthooks and Stemson		Pumps	<u>2</u>
Comings	} <u>Good &amp; Firm</u>	Transoms, Pointers, and Cruiches	} <u>Good order</u>	Boats	<u>2</u>
Upper Deck Beams & Fastenings		Timbers of the Frame		Masts, Yards, &c.	<u>2</u>
Lower Deck Beams & Fastenings	} <u>Good order</u>	Keelsons	} <u>Good order</u>	Sails	<u>double suit</u>
Planksheers		Clamps and Shelves		Anchors	No. of <u>2 B<sup>1</sup> 1 S 1 K</u>
Sheerstrakes	} <u>Good order</u>	Ceiling	} <u>Good order</u>	Cables	<u>B<sup>1</sup> 4 S<sup>2</sup></u>
Topsides		Rudder		Hawsers and Warps	<u>8.4 3 1/2</u>
Wales	} <u>Good order</u>	Copper <u>Yel Met</u> When put on <u>now</u>	} <u>Good order</u>	Standing & Running Rigging	<u>2</u>
Plank (Bottom) and Counter		<u>over p<sup>t</sup> felt</u>			

General Observations and Opinion, at present time metal sheathing stripped off  
caulked from keel to gunwall & resheathed with Yel Met  
over past felt. Is in highly efficient order & eligible to  
remain as classed Thomas Alexander

Committee's Minute 3<sup>rd</sup> April 1855

Character assigned 9 A1 record Yel Met

Certificate (if required)

No. 3 Survey held at London Date 29 March 1855  
 on the Bark Tag Lion Master J. Miller  
 Tonnage 330 Built at Isle of Man When built 1840  
 By whom built 330 Owners Black & Co  
 Port belonging to Kircaldy Destined Voyage not fixed  
 If Surveyed Afloat or in Dry Dock in Princes Dry Dock

Rec'd 31 May 55

Last Survey, No. 18695 Port of London

Classed \* orig Class 8  
AE 1  
SP 31 53

The present Condition of the

Decks	} <u>efficient</u>	Treenails	} <u>Good order</u>	Windlass and Capstan	<u>efficient</u>
Waterways		Breasthooks and Stemson		Pumps	<u>2</u>
Comings	} <u>Good &amp; Firm</u>	Transoms, Pointers, and Cruiches	} <u>Good order</u>	Boats	<u>3</u>
Upper Deck Beams & Fastenings		Timbers of the Frame		Masts, Yards, &c.	<u>2</u>
Lower Deck Beams & Fastenings	} <u>efficient</u>	Keelsons	} <u>Good order</u>	Sails	<u>double suit</u>
Planksheers		Clamps and Shelves		Anchors	No. of <u>3 B 1 K</u>
Sheerstrakes	} <u>efficient</u>	Ceiling	} <u>Good order</u>	Cables	<u>B<sup>1</sup> 4 S<sup>2</sup></u>
Topsides		Rudder		Hawsers and Warps	<u>8 5 1/2 3 efficient</u>
Wales	} <u>Good order</u>	Copper <u>Yel Met</u> When put on <u>1853</u>	} <u>Good order</u>	Standing & Running Rigging	<u>2</u>
Plank (Bottom) and Counter		<u>over felt</u>			

General Observations and Opinion, Now done one additional Hold Beam applied  
with 2 pair Iron Lod<sup>s</sup> knees - throat bolts of Lower Hang Iron knees where  
working renewed - Bottom lighted & in good order - 2 Counter Berth  
planks renewed of B<sup>1</sup> & For White Oak finally caulked from metal  
sheathing to top of Wales - Now in good order & eligible to remain as classed  
Committee's Minute 3<sup>rd</sup> April 1855 on the stream anchor by supplied  
Thomas Alexander

Character assigned E. Dastur Special L. 1

Certificate (if required)