

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** 665 on the Schooner "Emulous" Master **Mr. Callum**  
 Survey held at **London** Date, first Survey **Novr 30<sup>th</sup>** Last Survey **Decr 19<sup>th</sup> 1874**  
 Tonnage under Tonnage Deck **172** Built at **Spurwich** When built **1840**  
 Ditto of Spar Deck, or Avoing Deck Owners **H. R. Lomas** Port belonging to **London**  
 Ditto of Poop, or Raised Qr. Dk. Residence **23 Leadenhall Street**  
 Ditto of Houses on Deck By whom built **Destined Voyage Cape Town**  
 Gross Tonnage **172** If Surveyed Afloat or in Dry Dock **Horseferry by Lock**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St' mer, cut on Bm.

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **12** Character in Register Book. **A1 Red**  
 Last Survey, No. **33302** Port **London** **Classed 12** **8-73**  
 REPAIRS, OR EXAMINATION AS PER RULE **Remetalling &c.** **Rest 59-8 yrs C** **S.S. Low 71-5 years**

Yellow metal sheathing removed, bottom sighted, recaulked from keel to metal line, and the bottom resheathed with yellow metal over felt, to complete her equipment she has now been supplied with 60 fathoms of  $\frac{1}{16}$  chain cable tested to 20  $\frac{1}{2}$  tons dated and signed by **M. R. Keade** 11<sup>th</sup> Decr 1874. Metherton, a portion of keelson and ceiling could not be examined, it being covered with ballast.

## Present Condition of the

Decks <b>Good</b>	Treenails <b>Good</b>	Windlass and Capstan <b>Good</b>
Waterways <b>—</b>	Breasthooks and Stemson <b>—</b>	Pumps <b>—</b>
Comings <b>—</b>	Transoms, Pointers, and Crutches <b>—</b>	Boats <b>—</b>
Upper Deck Beams & Fastenings <b>—</b>	Timbers of the Frame at the openings <b>—</b>	Masts, Yards, &c. <b>—</b>
Lower Deck Beams & Fastenings <b>—</b>	Ditto Ditto at other places <b>—</b>	Condition, how ascertained <b>from deck</b>
Planksheers <b>—</b>	Keelsons <b>—</b>	Sails
Sheerstrakes <b>—</b>	Clamps and Shelves <b>—</b>	Anchors No. of <b>2 1/2 18<sup>th</sup> 18<sup>th</sup></b>
Topsides <b>—</b>	Ceiling <b>—</b>	Cables <b>Good</b>
Wales <b>—</b>	Rudder <b>Good</b>	Hawsers and Warps <b>and</b>
Plank (Bottom) and Counter <b>—</b>	Copper <b>Yell. F.</b> When put on <b>now</b>	Standing & Running Rigging <b>sufficient</b>
Engine Room Skylights <b>—</b>	Caulking of <b>—</b>	Cargo and Main Hatchways <b>Good</b>
Coal Bunker, Openings, Lids, &c. <b>—</b>	Bottom, Deck, & Waterways <b>Good</b>	Hatches <b>Good</b>
General Observations, Opinion as to Class, &c. <b>She is now in good and efficient condition and eligible to remain as classed, viz. 5 A1 in Red.</b>	Scuppers <b>Good</b>	

The Amount of Entry Fee ... £ ... received by me, **Thomas W. Blapell**  
 Special ... £ **1 : 1 : 30** / **12** / **1874**  
 Certificate (if required) ... £ ...  
 (Travelling Expenses, if any, £ ...)  
 Committee's Minute **1<sup>st</sup> January 1875**  
 Character assigned **A1 in Red**

