

No. 1 Survey held at MilfordDate 4 January 18 37on the New Schoner EmmaMaster William ThomasTonnage 164 ⁵¹⁸/₃₅₀ Built at LawrennyWhen built in 1836 & 1837By whom built James BevanOwners George Hartwick Esq & Co.Port belonging to New RossDestined Voyage To New Ross~~Is~~ Surveyed Afloat ~~or in Dry Dock~~ and on the BlocksLength aloft.....

Feet.	Inches.
80	6

 Extreme Breadth

Feet.	Inches.
22	5

 Depth of Hold

Feet.	Inches.
13	10

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	11		
Floors..... sided	11	Moulded	12 10
1 st Foothooks.....	10	"	10 9
2 nd Ditto.....	10 1/2	"	8 1/2
3 rd Ditto.....	"	"	"
Top Timbers.....	9	"	5
Deck Beams..... Number of <u>14</u>	10 1/2	"	8 1/2 10 1/2
Hold Beams..... No. <u>8</u>	11	"	10 1/2 10 1/2
Keel.....	12	"	13
Kelsons.....	14	"	26

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	3 1/2
Bilge Planks.....	7	Bilge Planks.....	4 1/2
Bilge to Wales.....	3	Ceiling in Flat.....	3 1/2
Wales.....	5	Ditto Bilge to Clamp.....	8
Topsides.....	2 1/2	Hold Beam Clamps.....	4
Sheer Strakes.....	3 3/4	Deck Beam Ditto.....	3 1/2
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	5	Hold Beam Shelves.....	
Upper Deck.....	3	Deck Beam ditto.....	4

Size of Bolts in Fastenings.

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

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 2 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are apparently free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of English 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 6 & 8 feet

The Frame is 9 in squared from the first Foothook Heads upwards, and 8 in free from sap, and from thence downwards, the frame is 10 by 9

The alternate Frames are close bolted together.

The Butts of the Timbers are all close together; their thickness not less than 7 in 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 English Oak and the False Kelson of

The Scarphs of the Kelsons are not less than 10 feet inches. bolted through every floor

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of British Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak

The Topsides of Do. Do.

The Sheer-strakes of Do Do

The Gunwales of Do. Do. Water-ways of English Oak

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.

The Planking is wrought between.

Planking Inside.—The Clamps are composed of English Oak the Stringers of English Oak

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

Fastenings.—To Hold Beams 16 Wood Lodging Nails

Deck Beams

Number of Breasthooks 5 Pointers 2 Crutches 2

Butts End Bolts are of Copper in the Bottom, and 3/4 Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper 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 James Bevan Shipbuilder Lawrenny

Surveyor's Name David Probert Surveyor for Milford

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	90	Chain	2 1/4	2	Bowers
1	Fore Top Sails,	80	Hempen Stream Cable.....		1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser <u>three</u>		2	Kedge,
2	Main Sails,		Towlines			All of proper weight.
	Main Top Sails,		Warp			
	and <u>1 Gaff Topsail</u>		All of <u>the best</u> quality.			

Her Standing and Running Rigging is Hempen sufficient in size and the best in quality.

She has One New Long Boat and one New Jolly Boat
The present state of the Windlass is patent Capstan Double Brack pinch and Rudder pointers & Gudgeons are Copper

General Remarks—Statement and Date of Repairs.

Having seen the Emma different times when on the Blocks. I have no hesitation in saying, that in my Opinion She is the finest Vessel, that ever in my time, was built in this port. In materials Workmanship & model. altho a little more Beam would be better—however, as she is, she cannot be surpassed by any other Vessel of her size, in the United Kingdom. She has Mahogany Cabin, sofas, patent, water Closet, Binacle, & Caboose, & is well fitted out in every respect, every thing new and of the best Quality.

~~If Sheathed, Doubled, or Felled,~~
~~and Date when last done~~

And I am of opinion this Vessel should be Classed in the first description of the letter A
The Amount of the Fee. £ 2 : 2 : 0 is received by me, David Probert Surveyor

Committee Minute 17 Jan 183 7

Character assigned Class A 1 for 12 years