

No. 329 Survey held at Radstow Date, first Survey August 1873 Last Survey February 1874  
on the Brigantine "Empress of China" Master Smith  
Tonnage under Tonnage Deck 220.14 Built at Radstow When built Feb 1874 Launched Feb 1874  
Ditto of Spar Deck, or Awning Deck 27.55 By whom built Shibley Owners Jepps, Lyth & Co  
Ditto of Poop, or Raised Qr. Dk. 9.38 Port belonging to London Destined Voyage Swan River  
Ditto of Houses on Deck 9.93 If Surveyed while Building, Afloat, or in Dry Dock On ways  
Ditto of Forecastle Break  
Gross Tonnage 267.00  
New Space, as per Rule 11.54  
Register Tonnage, out on Beam 255.46  
Engine Room  
Register Tonnage, as a Steamer, cut on the Beam

Length as per section 39	Feet. 25	Inches. 11	Extreme Breadth Outside	Feet. 25	Inches. 11	Depth of Hold	Feet. 12	Inches. 11	Number of Decks	One
Length of Keel	Feet. 114	Inches. 11								
(Depth from limber-strakes to under side of lower deck beam)										
Scantlings of Timber.			Outside Plank.			Dimensions of Ship per Register,				
LIMBER AND SPACE			Garboard Strakes...			length 120.7 breadth 28.1 depth 12.8				
Floors			Garboard to Bilge ..			Inside Plank.				
1st Foothooks			Bilge Planks .....			Limber Strakes ....				
2nd Ditto			Bilge to Wales .....			Bilge Planks .....				
3rd Ditto			Wales .....			Ceiling in Flat .....				
Top Timbers			Topsides .....			Ditto Bilge to Clamp				
Deck Beams			Sheer Strakes .....			Hold Beam Clamps..				
Deck Beams, length amidships			Plank Sheers .....			Deck Beam Ditto ..				
Hold Beams			Water Upper Deck			Ceiling 'twixt Decks				
Hold Beams, length amidships			Ways Lower Deck			Hold Beam Shelves ..				
Keel			Ditto, faying surface			Deck Beam Ditto....				
Searphs of Ditto			Upper Deck .....							
Keelsons										
Searphs of Ditto										

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Dead'w'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway ..
Searphs of Keel, N° 6	1/16	1/16	1/16	Arms of Hooks .....	1/8	1/8	1/8	Bolts in	Knees .....
Keelson Bolts through Keel	7/8	13/16	13/16	Thro' Bilge and Limber Strakes	3/4	3/4	3/4		Shelf or Clamp
at each Floor .....	15/16	15/16	15/16	Thickstuff over Double Floors ..				Deck Beam	Waterway ..
Bolts thro' Heels of Timbers				Butt End Bolts .....	3/4	3/4	3/4	Bolts in	Knees .....
against Deadwood .....	3/4	12/16	12/16	Short Bolts in Ceiling .....					Shelf or Clamp
Frame Bolts .....				Pintles of the Rudder .....				Nails or Bolts in Flat of Deck	

**Limbering.**—The Space between the Floor Timbers and Lower Foothooks is 1 to 2 Inches. The Space between the Top-Timbers is 2 to 4 Inches.  
The Floors consist of Second hand & New English Oak & P.P. The First Foothooks of Second hand & New English Oak & Pitch Pine  
The Second Foothooks of Second hand & New E.O. & P.P. The Third Foothooks and Top Timbers of Second hand & New E.O. & P.P.  
The Main Keelson is Pitch Pine and is free from all defects.

The Transoms, Knightheads, Hawse Timbers, & Aprons of P.P. & E.O. ditto.  
Deadwood, of Elm and ditto.  
The Stem, and Stern Post of English Oak ditto.  
The Deck and Hold Beams of Pitch Pine  
The Breasthooks of Iron and Wood

The Knees of Iron The Keel of American Elm  
The Main piece of Rudder of English Oak of Windlass of English Oak  
The Shifts of the First and Second Foothooks are not less than 4 feet  
N.B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are very good  
The Frame is fairly squared from First Foothook Heads upwards,  
and free from sap, and from thence downwards, the frame is good  
The Frames are bolted together to the Gunwale.  
N.B. If not, state how bolted.  
The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.  
The Frame is chocked with a Butt at each end of the chock.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is Elm  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Elm  
From the Light Water Mark to the Wales Pitch Pine  
The Wales and Black-strakes Pitch Pine The Topsides & Sheer-strakes Pitch Pine  
The Spirketting and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine  
Lower Deck

The Decks Yellow Pine State of very good  
The Shifts of the Planking are not less than Six 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, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Pitch Pine  
The Ceiling, Lower Hold, and between Decks Pitch Pine Shelf Pieces and Clamps Pitch Pine & English Oak

**Fastenings.**—To Hold Beams

Deck Beams Dowells in Shelf Piece—In Mast Rooms. Horizontal Iron Knees  
and Vertical Iron Knees including Ten Riders each side from Beam  
Ends to Floors with Two Bolts in each Floor

Number of Breasthooks Three Pointers One pair Crutches One pair  
Butt End Bolts are of Yellow Metal in the Bottom Bolts in each Butt End through and clenched.  
Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Mixed  
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Very good

We certify that the above is a correct description of the several particulars therein given.  
Builder's Signature John Shibley Surveyor's Signature Hugh H. G. H. H.



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

No.	SAILS, &c.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. In Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain .....	195	1 1/8	3.22 3/4	1 1/8	22 3/4	Bowers ....	1	10.3.0	12.13.0		
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).	1	10.4.20	12.4.0		
	Fore Topmast Stay Sails,	Dates of Certificates	24 Feb. 1874					Dates of Certificates	1	8.3.12	11.0.0		
	Main Sails,	Hempen Stream Cable .....	75	5/8	4.12.8			Stream ....	1	4.1.2	5.18.3		
	Main Top Sails,	Hawser .....	80	6				Royal .....	1	2.2.4	4.11.1		
	and	Towlines .....	75	8 1/2				Dec. 31. 1872					
		Warp .....	150	4				Kedges ....	1				
		All of <u>good</u> quality											

Her Standing and Running Rigging are sufficient in size and in quality. She has one Long Boat and one other

The present state of the Windlass is good Capstan and Rudder good Pumps good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Lifting Boards each side

Cargo Hatchways.—How formed? Coomings State size 12 X 8

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 12 X 8

Order for Special Survey, No.	DATES of Surveys	1st. When the Frame is completed	Built under S.S. and Surveyed
Date <u>10/7/73</u>	held while build-	2nd. When the Beams are put in, &c.	
Order for Ordinary Survey, No.	ing, as per Section	3rd. When completed, and before the plank be painted or payed	
Date	35.		

### General Remarks.

This Vessel has been Constructed according to the enclosed Diagram, with but little variation — The Frame has been well squared, and is very sound, and of large dimensions — is entirely Metal fastened according to the Rules for an additional Two years — to the exclusion of keennails — She has been provided with Ten Pair of Rides from Beams to Floor Heads, to compensate for Diagonal Plating — The Workmanship throughout is good — Chains, and General Equipment good and efficient — with the exception of Chain Cables, which are fifteen fathoms less than the requirement — She has a flush Deck fore and aft — above which she has a raised Quarter Deck Forty five feet long — Three feet six inches high — with a raised Sky Light in the Centre to give Headway in the Cabin — The Top Timbers Carried up to the Height of the Rails —

Present condition of Caulking of Bottom good Deck, good and Waterways good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled When last done

I am of opinion this Vessel should be Classed A 1 — Eleven Years

The Amount of the Entry Fee £ 3 : 0 : 0 is received by me, H. P. Hughes

Travelling Expenses, Special £ 12 : 15 : 0

(if any) £ 6.6.0 Certificate ...

Committee's Minute 17th April 1874

Character assigned A 1 pr 11 yrs

For Wood 8 years  
" Salting 1 "  
" Metal 2 "  
Lloyd's Register  
Foundation