

No. 250 Port of Sunderland Date 31 March 1835 250
 Survey of the Ship "Emblem" Master Rick
 Tonnage 280 Owners Rick & Son Port belonging to Sunderland & Scarbro'
 By whom built Thos Dixon Where built Sunderland When built 1835
 Destined Voyage Sunderland to America
Commenced building in June 1834; launched in February 1835

Dimensions.				Thickness of Plank.			
Feet.	Inches.	Feet.	Inches.	Outside.	Inches.	Inside.	Inches.
Length of Keel.....		Depth of Hold.....	17 1	Bilge to Wales.....	3 1/4	Ceiling below Hold Beams...	2 1/2 - 2
Rake of Stem.....		Lower Hold.....	10 9	Short Hoods.....	3	Clamps and Bilge Planks.....	1 1/2 - 5
D° of Stern Post.....	93 0	Between Decks.....	5 3	Bilge Planks.....	5	Upper Deck Clamps and	
Extreme Breadth.....	26 5			Bilge to Keel.....	3	Spirkettling.....	4
Scantling of Timber.				Wales.....	5	"Twixt Deck Ceiling.....	2
	ches.	Sided Inches.	Moulded Inches.	Topsides.....	2 3/4		
Timber and Space, each.....	15			Shear Strake.....	3 1/2		
Floors in the middle.....	11 1/2	12	8 1/2	Plank Shears.....	3		
— at the ends.....	11 1/2	10 1/2	8 1/2				
1 st Foothooks.....	10 1/2	9 1/2	8				
2 nd Foothooks.....	8 1/2	8 1/2	8				
3 rd Foothooks.....	8 1/2	7 1/2	8				
Top Timbers.....	7 1/2	5	8 1/2				
Deck Beams.....Middle.....	9 1/2	9 1/2	8 1/2				
— at the Ends.....	"	5	8 1/2				
— Knees.....	5	"	8 1/2				
Hold Beams.....Middle.....	"	"	8				
— at the Ends.....	"	"	8				
— Knees.....	"	"	8				
Main Kelson.....	12 1/4	27	8 1/2				
Scarp of Kelson.....Length.....	8 1/2		8 1/2				

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name

Surveyor's Name

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit.....	4 1/2	37 ft 21 inches
Foremast.....	4 1/2	60 ft 20 1/2
Main Mast.....	4 1/2	63 ft 21 1/2
Mizen Mast.....		

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp.....		
D° Iron.....	200	1 1/4
Hawser.....	75	7/8
Towlines.....	80	8 1/4
1 st Warp.....	85	5 1/4
2 nd D°.....	85	4 3/4

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } good & sufficient

Sails.

N°.		N°.
2	Fore Topmast Stay Sails.....	1
2	Fore Sail.....	1
1	Fore Topsails.....	2
1	Main Sails.....	2
2	Main Top Sails.....	2

And is generally well found in other sails. } very well found

Anchors.

N°.	cut cut cut
3	Bower 14 - 13 1/2 - 13 1/2
1	Stream 5
2	Kedge 2 1/2 - 1 3/4

3 Boats.

Number and Description.

Clincher built of oak
 7 m fathom

We certify that the preceding is a correct description of the Stores of the above-named Vessel.

Owner's Name

Nautical Surveyor's Name

John M. Denton



SURVEYOR'S REMARKS.

Repairs.

Hold Beams, are fastened with Iron Binders Iron Knives of sufficient substance, fitted between the Beams above & 47-25" Amer? oak shelf placed bett above below the Beams, continued all round the Box & run well aft. Deck Beams, are fastened with 2" Iron Knives and - 47" Amer? oak shelf underneath. Continued all round the Box & run close aft. above the 2" 1000ay let down into the Beams. 5 Hooks forward below the main deck, a third from the stern along the Box & twist deck. a third hook placed along the Transoms - and a small hook placed along the quarter frame - also a fourth piece and Transom Knives on each quarter. All the Foregoing Knives, Beams, Shells, Hooks &

are well fitted. Bottles & Clinched: 9 Butt Iron from the Works, 10 the Hat and double
Bottles with one Butt in each Butt to Clinch inside: Biscuits on each side are bottled
through & Clinched: All Copper fastened below the Works. Botts, Hinges, & Stems, Stern
post and Keel piece an old Elm Tree, 2 Copper & 2 Iron Rudder Braces, Rudder and
Winslow (with McLain Patent Spruican) an all good & sufficient -

The Masts, Spars and Storming Mizzon good and very well fitted, The Principal Sails sufficient in Number and ~~made~~ of the 1st Quality, of Canvas, Anchors a proper Weight, Chocks, Blocks, Trawlin & Warps all good and of sufficient length, and sizes, Boats & Pumps very good and is very well furnished with useful and requisite stores.

*and Opinion as
required by the
Instructions.*

The foregoing description of material is correct (Water Tatten as above) The vessel is well fastened throughout, and is in a fit condition for the safe conveyance of dry & perishable cargoes — John Brunton

10 Pair of Hairs boxed together
to the 2nd Sutto Hairs—
Coul Boxes not framed
American Elm Tree marks
Below light marks.
Having so good an outside as
skin I think that she should
be classed Y.A. notwithstanding
the above deficiencies. 9/13

and in Conformity with the foregoing demonstration is in our opinion
better than Chap. 7. & according to the rules laid down by the Committee
as proposed for the "First description of first Chap. 7."

John Brewster
Rm. N. Denton

The Amount of the Fee, **£** 3 : 3 : 0 is received by me.

Committee Minute

Character assigned