

No. 3791 Survey held at London Date Dec 2/2/49
on the Br Roman Emperor Master W Champion
Tonnage 1848 Built at London When built 1848
By whom built W. H. H. H. Owners James & Co
Port belonging to London Destined Voyage India
If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 119	Inches.	Extreme Breadth	Feet. 12	Inches.	Depth of Hold	Feet. 22	Inches.
Scantlings of Timber.				Thickness of Plank.				
Room and Space	Inches.	Inches.	Inches.	Outside.		Inside.		Inches.
Floors	13	Moulded	14 1/2	Keel to Bilge	3 1/2	4 Limber Strakes		5
1st Foothooks	12	"	10	Bilge Planks	5	4 Bilge Planks		5
2nd Ditto	11	"	9 1/2	Bilge to Wales	5 1/2	Ceiling in Flat		3 1/2
3rd Ditto	9.10	"	8	Wales	5 1/2	Ditto Bilge to Clamp		3 1/2
Top Timbers	8.9	"	5 1/2	Topsides	3 1/4	Hold Beam Clamps		7
Deck Beams N° 25	Average Space 4 1/2	"	10 1/2	Sheer Strakes	1 1/4	Deck Beam Ditto		6
Hold Beams N° 22	Average Space 4.6	"	13 1/2	Plank Sheers	4	Ceiling 'twixt Decks		3
Keel	14	"	11	Water-Ways	9 1/2	Hold Beam Shelves		6
Kelsons	15	"	15	Upper Deck	3 1/2	Deck Beam Ditto		"

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
El-Knee, and Dead Wood abaft	1 1/2	Copper or Iron.	1 1/2	Hold Beam	1 1/2
Scaphs of Keel	N° 8	Bolts thro' the Bilge and Limber Strakes	7/8	Deck Beam	1 1/8
For Timber Bolts	1 1/4	Butt End Bolts	3/4		
elson ditto	1 1/4	Lower Pintle of the Rudder	3 3/4		
ansoms and throats of Hooks	1 1/2				
ms of Hooks	1 7/8				

umbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/4 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, are composed of Mahogany the Transoms, Aprons, Knight Heads, Hawse Timbers, of Engl Oak & Mahogany and are free from all defects.

The Floors and first Foothooks are composed of English and Adriatic Oak Timber.

The other Foothooks and Top Timbers of Eng Oak

The Shifts of the first and second Foothooks are not less than 1 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1 1/4 of the entire moulding at that place.

The Frame is well chocked with 2 Butt at each end of the chock.

The Main Kelson is composed of Mahogany and the False Kelson of Am Oak

The Scarphs of the Kelsons are not less than 7 feet inches.

The Deck and Hold Beams are composed of Eng and Eng Oak and Mahogany

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am Oak

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

From the Light Water Mark to the Wales of Mahogany and Part Eng Oak

The Wales and Black-strakes are of Eng Oak The Topsides of Mahogany

The Sheer-strakes and Plank-sheers of Eng Oak and Mahogany The Water-ways of Baltic Red Pine

The Decks of Eng Oak State of good

The Shifts of the Planking are not less than 5 1/2 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 3 Strake between

Planking Inside.—The Limber-strakes are composed of Baltic Oak the Bilge Planks of Baltic Oak

The Ceiling, Lower Hold, of Baltic Oak Between Decks of Baltic Oak

Shelf Pieces of Eng Oak Clamps of Eng Oak

Fastenings.—To Hold Beams Iron Staple Lashing Nails, Straps on Top and 18 Iron Nails and

Ridden Oak Nails 7 of which are carried down by the floor head

Deck Beams Iron Staple Lashing Nails 11 Iron Nails and 10 Standard Oak Nails

Connected with the Hold Beams

Number of Breasthooks Seven Pointers one pair One Hook Crutches one 2 Iron Nails

Butts End Bolts are of Eng Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes is bolted through and clenched. Treenails of Eng Oak (Shims)

General Quality of Workmanship Sound

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

Builder's Signature W. H. H. H. Surveyor's Signature W. H. H. H.

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	270	Chain	1 1/2	3	Bower, 32 - 31. 1/2
2	Fore Top Sails,	80	Hempen Stream Cable	9	1	Stream, 6 1/2
2	Fore Topmast Stay Sails,	70	Hawser	1	1	Kedge, 2 1/2
2	Main Sails,	80	Towlines	6 1/2		
2	Main Top Sails,	2	Warp	5 1/2 4 1/2		
and well found			All of <u>good</u> quality.			

Her Standing and Running Rigging Keel sufficient in size and good in quality.

She has One Long Boat and Three other Boats

The present state of the Windlass is Sound Capstan Sound and Rudder Sound Pumps Sound
with puncher

General Remarks—Statement and Date of Repairs.

has regularly surveyed during the Building according to Rule

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 10 A1

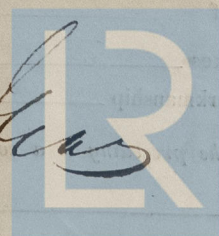
The Amount of the Fee.....£ 5 : — : — is received by me, John Law in London

MDV Special£ 20 : — : — 6/3/49

Certificate (if required)£ : : —

Committee's Minute 9th March 1849

Character assigned A



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