

No. 7873 Survey held at London Date 10th July
 on the Ship "Essex" Master John Darr
 Tonnage Old Built at London When built 1863 Launched 16th July
 By whom built Mr Geo Marshall Owners Geo Marshall
 Port belonging to London Destined Voyage Calcutta
 Surveyed while Building, Afloat, or in Dry Dock

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		Feet.	Inches.
h aloft	200		Extreme Breadth Outside	36	6	Depth of Hold	23	2			
antlings of Timber.						Thickness of Plank.					
ER AND SPACE			IN SHIP.	REQUIRED PER RULE.		INCHES.			INCHES.		
	Sided,	Moulded.	Sided.	Moulded.		In Ship.	Required per Rule.		In Ship.	Required per Rule.	
	Middle.	Ends.	Middle.	Ends.							
Deck } No 37 Average Space } 5' 7" from Center to beam	33 1/2	14 1/4	14	14	13 3/4	Garboard Strakes	4 1/2	Limber Strakes	6	6	
Beams }	14 1/4	14	13 3/4	13 3/4	-	Garboard to Bilge	5	Bilge Planks	6	6	
Footbooks	14	14	12 3/4	12 3/4	-	Bilge Planks	5	Ceiling in Flat	6	6	
Ditto	12 3/4	12 3/4	11 3/4	11 3/4	-	Bilge to Wales	5	Ditto Bilge to Clamp	5	4	
3rd Ditto	12	12	10 1/2	10 1/2	-	Wales	6	Hold Beam Clamps	12 1/2	4 3/4	
Top Timbers	11	7 3/4	7 3/4	7 3/4	-	Topsides	5	Deck Beam Ditto	6 1/2	4	
Deck } No 33 Average Space } 5' 5" from Center to beam	33 feet	14	14	14	11 3/4	Sheer Strakes	5	Ceiling 'twixt Decks	4	3	
Beams }	14	14	12	12	11 3/4	Plank Sheers	5	Hold Beam Shelves	15 1/2	13 1/2	14 1/2
Deck Beams, length amidships	33 feet	14	14	14	11 3/4	Water } Upper Deck	12 1/2	Deck Beam Ditto	14 1/2	13 1/2	14 1/2
Hold } No 33 Average Space } 5' 5"	34 feet	14	14	14	11 3/4	Ways } Lower Deck	12 1/2				
Beams }	14	14	12	12	11 3/4						
Hold Beams, length amidships	34 feet	14	14	14	11 3/4						
Keel	16	16	16	16	16						
Scarp of Ditto	6' 9"	16	16	16	16						
Keelsons	10	10	10	10	10						
Scarp of Ditto	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						
	10	10	10	10	10						</

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

Feet. or Y.M. in Ship.	Inches required per Rule	Feet. or Y.M. in Ship.	Inches required per Rule	Feet. or Y.M. in Ship.	Inches required per Rule	Feet. or Y.M. in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 6/10	-	1 6/10	Transoms and throats of Hooks	1 4/10	-	1 4/10
Scarp's of Keel, N ^o . 11	1 4/10	-	1 5/10	Arms of Hooks	1 3/10	-	1 3/10
Keelson Bolts through Keel	1 4/10	-	1 4/10	Thro' Bilge & Limber Strakes	1 5/10	-	1 5/10
at each Floor	1 4/10	-	1 4/10	Thickstuff over Double Floors	1 5/10	-	1 5/10
Bolts thro' Heels of Timbers	1	-	1	Butt End Bolts	1 5 1/2	-	1 5 1/2
against Deadwood	1	-	1	Pintles of the Rudder	3 1/2	-	3 1/2

Hold Beam	Waterway	1 3/4	-	1 3/4
	Knees	1 1/4 x 1 1/2	-	1 1/4 x 1 1/2
Bolts in	Shelf or Clamp	1 3/4	-	1 3/4
	Waterway	1 3/4	-	1 3/4
Deck Beam	Waterway	1 3/4	-	1 3/4
	Knees	1 3/4 x 1	-	1 3/4 x 1
Bolts in	Shelf or Clamp	1	-	1
	Nails or Bolts in Flat of Deck	1 1/2	-	1 1/2
Treenails Inches	1 1/2 x 1 3/4	-	1 1/2 x 1 3/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of Eng. Oak, Teak, Morra & Green heart The First Foothooks of Eng. Oak, Teak, Morra, & Iron Bark

The Second Foothooks of Eng. Oak & Teak The Third Foothooks and Top Timbers of Eng. Oak

The Shifts of the First and Second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not less than 1/4 of the extreme breadth

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 and free from sap

The Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is cross chocked with Part of the heads and heels are full moulded, and dovetailed Butt at each end of the chock. The Main piece of Rudder is Eng. Oak of Windlass is Iron Bark

The Keel is Amer. & Eng. Elm The Main Keelson is Teak, Redwood, Teak & Green heart and app. free from all defects.

The Stem, and Stern Post of Teak, and English Oak The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Teak, and Eng. Oak Deadwood, of Teak, and Eng. Oak and are app. free from all defects.

The Deck and Hold Beams of Iron Bark & Green heart The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Elm, and Teak,

or to the First Foothook Heads

From the above named Height to the Light Water Mark East India Teak,

From the Light Water Mark to the Wales Teak,

The Wales and Black-strakes are Teak, except two plank on each side The Topsides & Sheer-strakes Teak

The Spirketting and Plank-sheers Teak The Water-ways { Upper Deck Teak,

The Decks Dautzie Fir, and Yellow Pine, Lower Deck Green heart & Iron Bark

The Shifts of the Planking are not less than 7 Feet Inches. State of Good

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 and 4 between, and without step-butt.

Planking Inside.—The Limber-strakes and Bilge-strakes are Iron Bark, and Green heart,

The Ceiling, Lower Hold, and between Decks Teak, and Green heart Shelf Pieces and Clamps Green heart, and Teak

Fastenings.—To Hold Beams Thick shelves, and waterways, dovetailed to the beams, and bolted together vertically

hanging knees at each mast, and hanging knees to each beam and 14 pairs of them being large substantial iron

knees, extending down over the floor, and bolted through them

Deck Beams Strips of plates on the ends 2 1/2 in. in thickness, diminished at the ends to 2 1/4 in. with double iron 5 x 3 1/2 bolted through every timber

alternately they are of iron clenched on the outside of the timbers, and of 4 in. metal through and clenched on the outside plank, substantiated

hanging knees to each beam and, 14 plates all round and 15 1/2 in. on each side of the waterways, 2 in. pairs of diagonal plates 13 1/2 in. well connected

Number of Breasthooks Six below the Main Deck Hooks and Crutches Three below the Lower Deck

Butt End Bolts are of Yellow Metal in the Bottom: Two Bolts in each Butt End One of them through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Strips of Bark How Made Concave

Thickstuff over Double Floors is bolted through and clenched. General Quality of Workmanship Very Superior

We certify that the above is a correct description of the several particulars therein given

Builder's Signature

Surveyor's Signature

SLD935-0321

Lloyd's Register
 Foundation

The angle iron on the beams, the plates and shingles, and the waterways, are all fastened through the shingles, plates with galvanized iron screw bolts.

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
	Fore Sails,	Chain			Bower,
	Fore Top Sails,	Hempen Stream Cable			Stream,
	Fore Topmast Stay Sails,	Hawser			Kedge,
	Main Sails,	Towlines			
	Main Top Sails,	Warp			
	and	All of _____ quality.			

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____
The present state of the Windlass is Secure Capstan Brick Rudder Good Pumps _____

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35. { 1st. When the Frame is completed
2nd. When the Beams are put in, &c. Built under special Survey from 23^d Sep^r 1862
3rd. { When completed, and before the plank be painted or payed } to this date

This Ship has 14 pairs of diagonal plates on the inside and 6 pairs on the outside (12 by 7) closely inserted into the Timbers of the frame, and bolted as per Rules, also one pair outside around the stern extending well forward, and on the inside of the stern there are substantial iron plates, knees, and hooks, connecting it well with the main body of the Ship, The upper and lower deck shelves, and the lower deck waterway are bolted through in every Timber, The upper deck waterway is fastened to the Stringer plates with Galvanised ^{iron} screw bolts. The thick planking over the double floor heads is bolted through as per Rules, there are also near the second futtock heads, a tier of bolts through and clenched for about $\frac{3}{4}$ of the Ships length, All the short bolts in the ceiling are of Galvanised iron, and a much larger quantity of trenails are driven through than is usual, all the scarphs of the Keel, Keelsons, Shelves, Waterways &c are well dowelled, in addition to the bolting, the heels of the Timbers against the fore and after deadwoods, are bolted through and clenched, and all the external bolts are of Yellow Metal to the entire exclusion of iron -

sent out for examination
Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed B, A

The Amount of the Fee.....£ 5 : - : is received by me,

Order No. 1320 Special£ 62 : 15 : 5/8/63

Am M Certificate£ : :

Committee's Minute 4th August 1863

Character assigned 12 1 for 13 Years

one part Iron Plates



© 2021

Lloyd's Register
Foundation