

No. \_\_\_\_\_ Survey held at London Date 14<sup>th</sup> August 1863  
 on the Ship Essex Master Lash  
 Tonnage Old \_\_\_\_\_ New 1255 Built at Sunderland When built 1863 Launched \_\_\_\_\_  
 By whom built \_\_\_\_\_ Owners G Marshall  
 Port belonging to London Destined Voyage Chk + Calcutta  
 # Surveyed while Building, Afloat, or in Dry Dock Canal Dry Dock

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	IN SHIP.	Moulded.	Middle.	Ends.		IN SHIP.	Required per Rule.	Middle.	Ends.		IN SHIP.	Required per Rule.	IN SHIP.	Required per Rule.
Scantlings of Timber.														
TIMBER AND SPACE														
Floors														
1 <sup>st</sup> 1 <sup>st</sup> Foothooks														
2 <sup>nd</sup> Ditto														
3 <sup>rd</sup> Ditto														
Top Timbers														
Deck Beams, length amidships														
Hold Beams, length amidships														
Keel														
Scarphs of Ditto														
Keelsons														
Scarphs of Ditto														

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

Heel-Knee, and Deadwood abaft Scarphs of Keel Keelson Bolts through Keel at each Floor Bolts through Heels of Timbers against Deadwood	Copper or Iron. Inches in Ship.		Inches required per Rule		Transoms and throats of Hooks Arms of Hooks Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors Butt End Bolts Pintles of the Rudder	Copper or Iron. Inches in Ship.	Inches required per Rule	Hold Beam Bolts in Deck Beam Bolts in Nails or Bolts in Flat of Deck Treenails	Waterway Knees Shelf or Clamp Waterway Knees Shelf or Clamp
	IN SHIP.	Required per Rule.	IN SHIP.	Required per Rule.					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is \_\_\_\_\_ Inches. The Space between the Top-Timbers is \_\_\_\_\_ Inches.  
 The Floors consist of \_\_\_\_\_ The First Foothooks of \_\_\_\_\_  
 The Second Foothooks of \_\_\_\_\_ The Third Foothooks and Top Timbers of \_\_\_\_\_  
 The Shifts of the First and Second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are \_\_\_\_\_  
 The Frame is \_\_\_\_\_ squared from the First Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_  
 The alternate 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 \_\_\_\_\_ of the entire moulding at that place.  
 The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock. The Main piece of Rudder is \_\_\_\_\_  
 The Main Keelson is \_\_\_\_\_ and \_\_\_\_\_ free from all defects. The Main piece of Windlass is \_\_\_\_\_  
 The Stem, and Stern Post, consist of \_\_\_\_\_ The Transoms, Aprons, Knight Heads, and Hawse Timbers of \_\_\_\_\_ Deadwood, of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects.  
 The Deck and Hold Beams consist of \_\_\_\_\_ The Breasthooks of \_\_\_\_\_ The Knees of \_\_\_\_\_

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is \_\_\_\_\_  
 or to the First Foothook Heads }  
 From the above named Height to the Light Water Mark \_\_\_\_\_  
 From the Light Water Mark to the Wales \_\_\_\_\_  
 The Wales and Black-strakes are \_\_\_\_\_ The Topsides \_\_\_\_\_  
 The Sheer-strakes and Plank-sheers \_\_\_\_\_ The Water-ways { Upper Deck \_\_\_\_\_  
 Lower Deck \_\_\_\_\_  
 The Decks \_\_\_\_\_ State of \_\_\_\_\_  
 The Shifts of the Planking are not less than \_\_\_\_\_ 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 \_\_\_\_\_ between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are \_\_\_\_\_  
 The Ceiling, Lower Hold, and between Decks \_\_\_\_\_ Shelf Pieces and Clamps \_\_\_\_\_

**Fastenings.**—To Hold Beams \_\_\_\_\_  
 Deck Beams \_\_\_\_\_  
 Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of \_\_\_\_\_ in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.  
 Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of \_\_\_\_\_ How Made \_\_\_\_\_  
 Thickstuff over Double Floors \_\_\_\_\_ bolted through and clenched. General Quality of Workmanship \_\_\_\_\_

We certify that the above is a correct description of the several particulars therein given  
 Builder's Signature \_\_\_\_\_ Surveyor's Signature \_\_\_\_\_



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
2 Sails	Fore Sails,	Chain .....	304	1 1/2	Bower, .....	35.2.0 Regus
	Fore Top Sails,	Hempen Stream Cable .....	90	11		37.1.20
	Fore Topmast Stay Sails,	Hawser ..... Chain .....	90		Stream, .....	34.2.0
	Main Sails,	Towlines .....	90	1/2		33.2.0 Gladstone
	Main Top Sails,	Warp .....	90	6.	Kodge, .....	2
and	All of <u>good</u> quality.					

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality.

She has one Long Boat and \_\_\_\_\_

The present state of the Windlass is secure Capstan good 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. \_\_\_\_\_
  - 3rd. { When completed, and before the }  
      { plank be painted or payed } \_\_\_\_\_

*Size of Hawser Chain 1 1/2  
Lengths of Hawsers 90 Faths  
Weights of Stream - 11.2.2  
& Kedges - 6.0.7  
No of Boats - 3 Wire 1/2  
1 Launch 2 Cutters & 2 Life Boats*

Present condition of Caulking of Bottom, \_\_\_\_\_ Deck, \_\_\_\_\_ and Waterways \_\_\_\_\_

If Sheathed, Doubled, Felted, or Coppered IME on Felt When last done now

I am of opinion this Vessel should be Classed 13 A 1

The Amount of the Fee.....£ : : is received by me, Thos. W. Wain  
 Special .....£ : :  
 Certificate ....£ : :

Committee's Minute 4<sup>th</sup> August 1863

Character assigned A 1 for 13 Years  
last 11 Beams

