

No. 361 Survey held at Whitby Date May 27th 1846
on the big Emily for ten Doris Master Rt Miles
Tonnage 205 Built at Whitby When built 1845 & launched 27 April 1846
By whom built W. Barrie (master) Owners and build on sale
Port belonging to Whitby Destined Voyage G. Smiles
Surveyed Afloat or in Dry Dock building * See Letter 10/6/46

Length aloft	Feet. 79	Inches. 2	Extreme Breadth	Feet. 23	Inches. 4	Depth of Hold	Feet. 14	Inches. 4
Scantlings of Timber.			Thickness of Plank.					
Lumber and Space..... each			Outside.			Inside.		
Boards..... sided	10 1/2	Moulded	Keel to Bilge	2 1/2		Foot Waling	3	
Foothooks.....	9	"	Bilge Planks	4		Bilge Planks	3 1/2	2 each
Ditto.....	7 1/2	"	Bilge to Wales	3		Ceiling in Flat	2 1/2	
Ditto.....	7	"	Wales	4		Ditto Bilge to Clamp	2 1/2	
Top Timbers.....	6 1/2	"	Topsides	2 1/2		Hold Beam Clamps	4	
Deck Beams..... N° of 19	8 1/2	"	Sheer Strakes	3		Deck Beam Ditto	2 1/2	
Old Beams..... N° of 12	10 1/2	"	Plank Sheers	2 1/2		Ceiling 'twixt Decks	2 1/2	
Kelson.....	10	"	Water-Ways	4 1/2		Hold Beam Shelves	4 1/2	
Transoms.....	8 1/2	"	Upper Deck	3		Deck Beam Ditto	4 1/2	
Copper.			Size of Bolts in Fastenings.			Iron.		
El-Knee, and Dead Wood abaft	1 1/2	"	Bolts thro' the Bilge	3/4		Hold Beam	7/8	1
Stirrups of Keel..... N° 80	3/4	"	Butt End Bolts	5/8		Deck Beam	7/8	3/4
For Timber Bolts.....	1	"	Lower Pintle of the Rudder	2 3/4		same in Iron above the Copper.....		
Transoms and throats of Hooks	1 1/2	"						
Transoms of Hooks	1 1/2	"						

Planking.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 @ 2 Inches. The Space between the Top-timbers is 3 @ 5 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are free from all defects.

The Floors and first Foothooks are composed of English oak Timber.

The other Foothooks and Top Timbers of English oak

The Shifts of the first and second Foothooks are not less than 3 @ 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same

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

The alternate Frames are all bolted together, in pairs N. B. If not, state how bolted. Main body full frame

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

The Frame is cross choiced with no Butt at each end of the choick.

The Main Kelson is composed of American oak and the False Kelson of American oak

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

The Deck and Hold Beams are composed of English oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American oak

From the first Foothook Heads to the Light Water Mark of 5 1/2 strakes or 5-6 } Dantzic oak with Eng^d oak ends

From the Light Water Mark to the Wales of English oak

The Wales and Black-strakes are of Eng^d oak The Topsides of Eng^d oak

The Sheer-strakes and Plank-sheers of English oak The Water-ways of Eng^d oak 2nd do Dantzic oak

The Decks of yellow pine brass nails State of wood

The Shifts of the Planking are not less than 5 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 2 @ 3 between

Planking Inside.—The Limber-strakes are composed of American oak the Bilge Planks of American oak

The Ceiling, Lower Hold, of American oak Between Decks of American oak & Dantzic oak

Shelf Pieces of lower waterway Clamps of hold American oak & Dantzic oak

Fastenings.—To Hold Beams beams have an iron strap round one timber the other

Deck Beams 2 = 5 inch Eng^d oak lodging knees & 1 1/2 iron hang knees & aside

Number of Breasthooks 5 Eng^d oak Pointers 2 1/2 Eng^d oak Crutches one Eng^d oak

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

Bilge and Footwaling yellow metal bolted through and clenched.

General Quality of Workmanship is generally good

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

Builder's Name Henry Barrie

Surveyor's Name Thos. Jackson

Her Masts, Yards, &c. are in new 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,	180	Chain	1 1/6	3	Bower,	10.2.7 1/2 wood stokes
2	Fore Top Sails,	80	Hempen Stream Cable	7 1/2	1	Stream,	9.3.17 1/2 iron ..
2	Fore Topmast Stay Sails,	60	Hawser	3 1/4	1	Kedge,	2.3.9
/	Main Sails,	80	Towlines	5 1/4			1.2.7
/	Main Top Sails,	80	Warp	4 1/2			
and others all new			All of <u>new</u> quality.				

Her Standing and Running Rigging all sufficient in size and new in quality.

She has one new Long Boat and one new skiff

The present state of the Windlass is new Capstan new and Rudder new — 2 wood pumps
2 x 2 x 2 pump midship

General Remarks—Statement and Date of Repairs.

A good substantial little vessel intended from the first by the
builder for the class of 9A and in my opinion does
deserve that class Thos. Jackson

If Sheathed, Doubled, Felted, or Coppered no When last done

I am of opinion this Vessel should be Classed 9A1

The Amount of the Fee.....£ 3 is received by me, Thos. Jackson

Special£ none

Committee's Minute 29th May 1846

Character assigned A 1 Thos. Jackson