

No. 166 Survey held at Glasgow Date 11th July 1835. 166
on the Armaphrodite - Lusitania - Master Robert Cook.
Tonnage 133 - Built at Glasgow - When built 1832.
By whom built Robert Barclay & Co Owners John Mitchell.
Port belonging to Glasgow - Destined Voyage Glyde to Oporto.
If Surveyed Afloat or in Dry Dock Surveyed Afloat.

Length aloft.....40^{Feet.}8^{Inches.} Extreme Breadth.....20^{Feet.}11^{Inches.} Depth of Hold.....12^{Feet.}9^{Inches.}

Scantlings of Timber.

	Inches.	Inches.	Inches.
	Middle.	Ends.	
Timber and Space..... each	<u>11</u>		
Floors..... sided	<u>9½</u>	<u>11</u>	<u>8</u>
1 st Foothooks..... "	<u>8</u>	<u>9½</u>	<u>4</u>
2 nd Ditto..... "	<u>4</u>	<u>7</u>	<u>6½</u>
3 rd Ditto..... "	<u>6½</u>	<u>6</u>	<u>5½</u>
Top Timbers..... "	<u>6½</u>	<u>5</u>	<u>4½</u>
Deck Beams..... "	<u>8½</u>	<u>8½</u>	<u>6</u>
Hold Beams..... "	<u>9½</u>	<u>9½</u>	<u>6½</u>
Keel..... "	<u>11</u>	<u>13</u>	
Kelsons..... "	<u>11</u>	<u>14</u>	
<u>Builder Wilson</u> "	<u>11</u>	<u>3</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>2½</u>	Foot Waling.....	<u>3</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>2½</u>	Ceiling in Flat.....	<u>2½</u>
Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2½</u>
Topsides.....	<u>2½</u>	Hold Beam Clamps.....	<u>2½</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>2½</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways.....	<u>4½</u>	Hold Beam Shelves.....	<u>~</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>3+10</u>

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1½</u>	Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarp of Keel..... N°.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....	<u>1</u>	Lower Pintle of the Rudder.....	<u>2½</u>		
Kelson ditto.....	<u>1</u>			same in Iron above the Copper.....	
Transoms and throats of Hooks.....	<u>1</u>				
Arms of Hooks.....	<u>1</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is three Inches. The Space between the Top-timbers is 4½ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British and African oak - and are - - - free from all defects.

Her Floors and first Foothooks are composed of British and African oak - Timber.

Her other Foothooks and Top Timbers of British and African oak.

Her Shifts of the first and second Foothooks are not less than 3 feet 6 inches. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are not ascertained.

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

The alternate Frames are all bolted together.

The Butts of the Timbers are - - - close together; their thickness not less than - - - of the entire moulding at that place. not ascertained

The Frame is - - - chocked with - - - Butt at each end of the chock. not ascertained

The Main Kelson is composed of American oak - and the False Kelson of American oak. X

The Scarphs of the Kelsons are not less than 6 feet - - - inches.

The Deck and Hold Beams are composed of British and foreign oak. X

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm. X

From the first Foothook Heads to the Light Water Mark of Elm.

From the Light Water Mark to the Wales of American oak.

The Wales and Black-strakes are of African and British oak.

The Topsides of Pitch Pine.

The Sheer-strakes of African oak.

The Gunwales of African oak - Water-ways of Foreign oak. X

The Shifts of the Planking are not less than five feet amidships. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. and four feet, on Bows, and Quarters.

Planking Inside.—The Clamps are composed of American oak - the Stringers of American oak.

The Bilge Planks of American oak - and the remainder of the Ceiling of Pitch Pine and American oak.

Fastenings.—To Hold Beams Iron lodging knees.

Deck Beams Double lodging knees of British oak and Stringer.

Number of Breasthooks four - Pointers Two - Crutches one.

Butts End Bolts are of Copper - in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper - bolted through and clenched.

General Quality of Workmanship good.

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

Builder's Name

Surveyor's Name

John P. Cumming



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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	170	Chain	1 1/2	2
2	Fore Top Sails,	40	Hempen Stream Cable.....	1	1
2	Fore Topmast Stay Sails,	40	Hawser	5	2
2 Broom	Main Sails,	100	Towlines	3 1/2	
-	Main Top Sails,	60	Warp	5	
and well found in other sails			All of <u>good</u> quality.		All of proper weight.

Her Standing and Running Rigging is all sufficient in size and good in quality.

She has a Long Boat and a Gally Boat

{ The present state of the Windlass is good } Capstan none and Rudder good.
{ with stratus purchase - } - }

General Remarks—Statement and Date of Repairs.

Surveyed with part cargo on board at Glasgow. Scantling of timber and size of plank, partly taken from the Specification and Builders Report; and otherwise with the quality of material. Identified when practicable, appears to be a well built finished vessel.

If Sheathed, Doubled, or Felted, Single Bottom
and Date when last done _____

And Am of opinion this Vessel should be Classed "A".

The Amount of the Fee.....£ 10 : 6 is received by me,

John P. Cumming

Committee Minute 11 August 1835

Character assigned A 1 for 8 Years

W. L. L.



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