

No. 628 - Survey held at Port Glasgow. Date 12<sup>th</sup> January 1839. 628  
on the New Brig "Cuba". Master Hugh McNeil.  
Tonnage 160 G. M. } Built at Port Glasgow. When built 3<sup>rd</sup> January 1839.  
By whom built Peter Murchie. Owners Robert Murchie & Co.  
Port belonging to Glasgow. Destined Voyage Cape to Havana.  
If Surveyed Afloat or in Dry Dock On the Stocks.

Length aloft.....	Feet. Inches.	Extreme Breadth.....	Feet. Inches.	Depth of Hold .....	Feet. Inches.			
	75 11	Amiable Ship	19 6 10		13 7 10			
Scantlings of Timber.			Thickness of Plank.					
Timber and Space.....	each	Inches.	Inches Middle	Inches Ends	Outside.	Inches.	Inside.	Inches.
Floors.....	sided	9	Moulded	10 1/2		4		
1 <sup>st</sup> Foothooks.....	"	8	"	8 1/2		2 1/2		
2 <sup>nd</sup> Ditto.....	"	7	"	7		4 1/2		
3 <sup>rd</sup> Ditto.....	"	6 1/2	"	6		2 1/2		
Top Timbers .....	"	6 1/2	"	5 1/2	4 1/2	2 1/2		
Deck Beams ....	Number of 17	8 1/2	"	8 1/2	6	2 1/2		
Hold Beams ....	Do. do. 6	14	"	14	9 1/2	2 1/2		
Cabin Beams No. of 4		10 1/2	"	13		5		
Keel.....	"	11	"	12 1/2	4	2 1/2		
Kelsons .....	"		"					
			Size of Bolts in Fastenings.					
Copper.			Copper.			Iron.		
Heel-Knee, and Dead Wood abaft ....			18 1/8			18 1/8		
Scarphs of Keel.....			Nº. 3/4			3/4		
Floor Timber Bolts.....			1			1		
Kelson ditto.....								
Transoms and throats of Hooks .....			18 1/4			18 1/4		
Arms of Hooks .....			18 3/4			18 3/4		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 25 to 32 Inches. The Space between the Top-timbers is 25 to 32 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British & African Oak and are free from all defects.  
Her Floors and first Foothooks are composed of British Oak Timber.  
Her other Foothooks and Top Timbers of British Oak.  
Her Shifts of the first and second Foothooks are not less than 3 1/2 to 3 3/4 in. N.B. When reported by you less than the prescribed Rule, then state how many.  
The rest of the Shifts of the Frame are good.  
The Frame is all well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all well squared.  
The alternate Frames are all bolted together to Gunwale.  
The Butts of the Timbers are close together; their thickness not less than 3 to 5 of the entire moulding at that place.  
The Frame is well chocked with a Butt at each end of the chock.  
The Main Kelson is composed of African Oak and the False Kelson of American Oak.  
The Scarphs of the Kelsons are not less than 5 feet 6 inches.  
The Deck and Hold Beams are composed of British & African Oak.

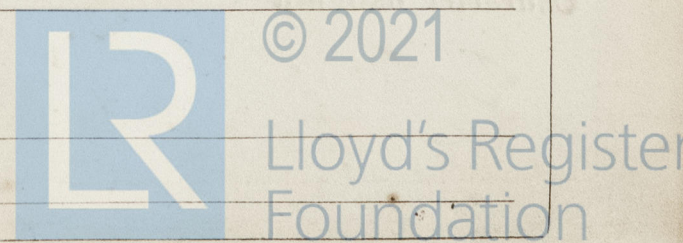
**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Quebec Rock Elm.  
From the first Foothook Heads to the Light Water Mark of American & African Oak.  
From the Light Water Mark to the Wales of African Oak.  
The Wales and Black-strakes are of African Oak.  
The Topsides of White Pine.  
The Sheer-strakes of African Oak. Decks, and state of, Yellow Pine New.  
The Gunwales of African Oak. Water-ways of Red Pine.  
The Shifts of the Planking are not less than 2 1/2 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Clamps are composed of American Oak. The Planking is wrought two and three between. the Stringers of American Oak.

The Bilge Planks of American Oak and the remainder of the Ceiling of American Oak.  
**Fastenings.**—To Hold Beams {Iron lagging lines in the three midships, bolting on African Oak Chocks 7 x 12 inches and about and before them, double lagging British Oak Strakes in with Bangs above beams}.  
Deck Beams Double lagging lines British Oak and Stringer.  
Number of Breasthooks Four. Pointers Four. Crutches Four.  
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. Footwale iron bolted into each Timber.  
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





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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/2	2	Bower,
1	Fore Top Sails,	75	Hempen Stream Cable.....	6 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	5	1	Kedge,
1	Main Sails,	75	Towlines .....	4 1/4		All of proper weight.
2	Main Top Sails,	60	Warp <i>Thrum Chain</i> ..	5 1/8		
and well found in other Sails.			All of <u>good</u> quality.			

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

She has a Long Boat and Shilly Boat

The present state of the Windlass is good Capstan Double Winch Good and Rudder good.

Two lead Pumps good.

**General Remarks—Statement and Date of Repairs.**

Laid on in June 1838, and launched 3<sup>rd</sup> January 1839.  
Surveyed at the three prescribed periods, and at other times  
Specially while Building, frame all English and Scotch Oak,  
of good quality, and well squared, built wholly in frame; Masts  
good, Cross Chocks, Carrels and full Masts. Planting Heeling  
good of their kind, and fairly wrought, two and three between,  
and where two, the Butt is not on same timber; Beams of good  
quality, sufficient in number, and well secured, as on other side;  
Copper Plugs and Butts bolted, thro' and clenched on rings;  
Nelson Bolts thro' each floor, and clenched on rings, footwale  
iron bolted into each timber; Stringers and Binding Wires to lower  
deck, well connected forward and aft, and the Cabin deck Beams  
being lowered, the height from Nelson aft. to them, is only four  
feet two inches, these being double Wires, to connect Cant frames  
below. Wing transom iron Wires to the Side, and she is well  
finished, and the furnishings very good.

Special Survey fees £10.10/- Paid.

If Sheathed, Doubled, or Felted,

and Date when last done

Sheathed with Yellow Metal, over three Courses of Watert  
Felt above, and paper below to the Masts; in December 1838;

And Am of opinion this Vessel should be Classed 10A1-

The Amount of the Fee.....£ 2 : 2 : is received by me,

John R. Cummins

Committee Minute

5 Feb 1839

Character assigned

A 1 for 10 Years

C.B.



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