

No. 1169 Port of London Date Dec 14 1834  
Survey of the Barque Tuscan Master R Mayo  
Tonnage 180 Owners Griffiths Port belonging to London  
By whom built Hailes Where built Bole When built 1831  
Destined Voyage Leghorn

Dimensions.				Thickness of Plank.				
Feet. Inches.		Feet. Inches.		Outside.		Inside.		
Length of Keel.....		Depth of Hold .....		Bilge to Wales .....		Ceiling below Hold Beams ...	<u>2</u>	
Rake of Stem .....		Lower Hold .....		Short Hoods .....		<u>1 3/4</u> Clamps and Bilge Planks... <u>2</u>	<u>3</u>	
D° of Stern Post.....		Between Decks .....		Bilge Planks .....		<u>2 1/2</u> Upper Deck Planks and	<u>2 1/2</u>	
Extreme Breadth .....				Bilge to Keel .....		Spirkettig .....		
Scantling of Timber.				Wales .....				
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.	Topsides .....			
Timber and Space, each .....	<u>11 1/2</u>	<u>10</u>	<u>11 1/2</u>	<u>Oak</u>	Plank Shears.....	<u>2 1/2</u>	Twist Deck Ceiling.....	<u>2</u>
Floors in the middle .....								
at the ends .....								
1 <sup>st</sup> Foothooks .....		<u>9</u>						
2 <sup>nd</sup> Foothooks .....								
3 <sup>rd</sup> Foothooks .....								
Frame .....								
Top Timbers .....	<u>6 7/8</u>	<u>8</u>	<u>5</u>	"				
Deck Beams middle .....		<u>9</u>	<u>9</u>	"				
at the ends .....								
<u>Two</u> Knees to d° .....		<u>5</u>		"				
Keel, N°. Lengths .....								
Main Kelson .....		<u>12 1/2</u>	<u>17</u>	"				
Scarphs at Kelson .....	<u>6 1/2</u>	<u>3</u>						
		<u>11</u>	<u>10 1/2</u>	"				

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name

Surveyor's Name George Bayley

Masts, Yards, &c.

	Sort Wood	Length, &c.
Bowsprit .....		
Foremast .....		
Topmast .....		
Fore Yard .....		
Main Mast .....		
Main Top Mast .....		
Main Yard .....		
Mizen Mast .....		

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp .....		
D° Iron.....	<u>180</u>	<u>1</u>
Hawser.....	<u>90</u>	<u>1</u>
Towlines .....	<u>80</u>	
1 <sup>st</sup> Warp .....	<u>120</u>	
2 <sup>nd</sup> D° .....		

Standing and Running Rigging is all found to be sufficient in size, and good in quality.

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

Owner's Name

Nautical Surveyor's Name

Sails.

N°.		N°.
<u>2</u>	Fore Topmast Stay Sails.....	
<u>2</u>	Fore Sail .....	
<u>1</u>	Fore Topsails .....	
<u>2</u>	Main Sails .....	
<u>2</u>	Main Top Sails.....	
	And is generally well found in other sails. }	

Two Topmast & other sails ordered besides the above -

Anchor.

N°.	
<u>3</u>	Bower ✓
<u>1</u>	Stream
<u>2</u>	Kedge ✓

Boats.

Number and Description.

Long Boat  
Pinnace  
Solley Boat



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## SURVEYOR'S REMARKS.

### Timbering.

The Quality,  
Squaring, and  
Workmanship.

None seen of good quality well squared and wrought

### Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

None of good quality well squared and wrought

### Fastenings.

If Sheathed,  
Doubled, or  
Felted.

Copper - Coppered 1831 - 5 Mast Hooks - Transom  
lines but no crutch - Upper Deck well framed -  
is generally well through fastened with Trunnels -  
No bolts through Butts could be seen -

### Repairs.

Copper repaired 1834

General Observations  
and Opinion as  
required by the  
Instructions.

This vessel has a remarkably fine appearance,  
not any movement to be discerned either on Deck  
or in the Hold at the Beam Ends - The Copper is  
perfectly smooth & in good condition - From these  
circumstances and her general appearance I infer  
that she is a vessel built with great care & of good  
materials - & in my opinion would if the Butts &  
Floorboards were better through be eligible to 12A

Surveyed in Dry Dock

George Barclay

The Amount of the Fee, £ 1 : 1 : 0 is received by me.

Committee Minute 24 February 1835.

Character Assigned A 1 for 12 Years

John C. Smith



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