

No. 1736 Survey held at London Date Sept^r 7th 1855
 582 on the Ship Lucia Master Muirhead
 Tonnage 372 Built at Southwick When built 1828
 By whom built Living Owners Hall Mr. Garel & Co
 Port belonging to London Destined Voyage Demerara
 If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft.....		Feet. Inches.		Extreme Breadth		Feet. Inches.		Depth of Hold		Feet. Inches.																																																																																																									
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Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African Oaks and are _____ free from all defects.

Her Floors and first Foothooks are composed of _____ Timber.

Her other Foothooks and Top Timbers of English and African Oaks

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

The rest of the Shifts of the Frame are _____

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

The alternate Frames are _____ bolted together. — Appears to be framed every 3rd Timber

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 Kelson is composed of African Oak and the False Kelson of American White Oak

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

The Deck and Hold Beams are composed of African Oak

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

From the first Foothook Heads to the Light Water Mark of English and African Oak

From the Light Water Mark to the Wales of African Oak

The Wales and Black-strakes are of Do

The Topsides of English Oak

The Sheer-strakes of African Oak

The Gunwales of Do Water-ways of Do

The Shifts of the Planking are not less than 5 Feet _____ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought True between.

Planking Inside.—The Clamps are composed of Stringy Bark

the Stringers of _____

The Bilge Planks of Do and the remainder of the Ceiling of Do

Fastenings.—To Hold Beams 2 7/8 Wood Lodging Nails & Iron Hanging Nails

Deck Beams 2 5 Wood Lodging Nails & Iron Hanging Hanging Nails

Number of Breasthooks 5 Pointers 2 Crutches 2

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

Bilge and Footwaling are bolted through and clenched. The whole of the Bottom is fastened with copper bolts & iron of Iron nails for the Wales to the 1st Head

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 George Bayley

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

1736 Len

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain		3	Bower ✓
2	Fore Top Sails,	60	Iron Hempen Stream Cable	7	1	Stream,
2	Fore Topmast Stay Sails,	120	Hawser	5 1/2	2	Kedge, ✓
2	Main Sails,	120	Towlines	4		All of proper weight.
2	Main Top Sails,		Warp			
and <u>well found in the sails</u>			All of <u>good</u> quality.			

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

She has one Long Boat and Two Quarter Boats

The present state of the Windlass is good Capstan good and Rudder good

2 New Lead (Chamber) Pumps
4 Bilge Pumps

General Remarks—Statement and Date of Repairs.

At the present time has been stripped, the Bottom Caulked Butts. Keelson and Woodings listed - One Midship piece of Planks here shifted in consequence of being split. The Channels shifted higher up and narrowed. There is one Iron knee broken in the Hold, and ordered by the Captain to be removed.

This Vessel has just arrived from Singapore and presents a firm and substantial appearance all round. The Waterway beam - Nauticuts & Plank sheers. does not appear to have worked upon her fastenings - The Tops of the Timbers seen when Plank sheers was shifted together with the back of the Waterway & End of the Beams, dry and perfectly sound. - She is fastened with copper through Bolts clamped inside - from the trales to the eight mark or to the 1st Head - instead of Iron nails. - The Ceiling is shrunk considerably. Her general appearance is very favorable throughout

If Sheathed, Doubled, or Felted, Upper case W & F. Bottom coppered
and Date when last done September 1835

And Law of opinion this Vessel should be Classed 11A George Bayley

The Amount of the Fee.....£ 2 2 0 is received by me, GMD

Committee Minute 11 Sept 1835

Character assigned A 1 for 10 Years
GMD