

No. 1990 Survey held at London Date Nov<sup>r</sup> 18 1835 1990  
 on the Bark Guiana Master Tait  
 Tonnage 256 Built at Sunderland When built 1830  
 By whom built P. Loring Owners Loring  
 Port belonging to Sunderland Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft.....94 Feet. 11 Inches. Extreme Breadth .....25 Feet. 5 1/2 Inches. Depth of Hold .....   Feet.    Inches.

**Scantlings of Timber.**

	Inches	Inches Middle	Inches Ends
Timber and Space..... <u>overage</u> each	11		
Floors..... <u>11</u> sided	12	Moulded	12
1 <sup>st</sup> Foothooks.....	"	"	"
2 <sup>nd</sup> Ditto.....	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"
Top Timbers.....	<u>7</u>	<u>8</u>	<u>5 1/2</u>
Deck Beams.....	<u>9</u>	<u>8 1/2</u>	<u>  </u>
Hold Beams.....	<u>11</u>	<u>10</u>	<u>  </u>
Keel.....	<u>  </u>	<u>  </u>	<u>  </u>
Kelsons.....	<u>12</u>	<u>13 1/2</u>	<u>5</u>

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>  </u>
Bilge Planks.....	<u>4 1/2</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>  </u>
4 Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>3</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>4</u>
Sheer Strakes.....	<u>3 1/4</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways.....	<u>6</u>	Hold Beam Shelves.....	<u>  </u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>  </u>
Lower Deck.....	<u>4 1/2</u>	Down D <sup>th</sup> Spiketting.....	<u>3</u>

**Size of Bolts in Fastenings.**

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 6 Inches. The Space between the Top-timbers is 2-5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are apparently free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of English Oak

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.

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.

X The Main Kelson is composed of English Oak & Blue Gum and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than 8 feet    inches.

The Deck and Hold Beams are composed of English & African Oak

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

X From the first Foothook Heads to the Light Water Mark of   

From the Light Water Mark to the Wales of   

The Wales and Black-strakes are of   

The Topsides of   

The Sheer-strakes of   

The Gunwales of    Water-ways of   

The Shifts of the Planking are not less than 6 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.

X The Planking is wrought two between irregular

**Planking Inside.**—The Clamps are composed of African Oak the Stringers of   

The Bilge Planks of African & English Oak and the remainder of the Ceiling of African, English & Blue Gum

**Fastenings.**—To Hold Beams Iron Hanging Standard & Staple Bolts on side of Timbers

Deck Beams 2.5 Iron Lodging Bolts & Iron Hanging Standard

Number of Breasthooks 5 Pointers    Crutches Iron Wood Transoms & Beams

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.

General Quality of Workmanship Very fair

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

Builder's Name   

Surveyor's Name George Bayley



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1990 *Low*

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,	200	Chain .....		3	Bower, <i>12 1/2 12 1/2 11</i>
2	Fore Top Sails,	80	<i>Coin</i> Hempen Stream Cable.....	8	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser .....	7	1	Kedge,
2	Main Sails,		Towlines .....			All of proper weight.
2	Main Top Sails,	80	Warp .....	4		
and <i>reelined in the sails</i>			All of <u>good</u> quality.			

Her Standing and Running Rigging is Hemp 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 \_\_\_\_\_ and Rudder good Pumps good  
*2 Riding Crews*

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

*At the present time has been caulked from the keel up and generally overhauled—Rudder braces refastened—*

*Transom over fore and aft—There is no movement at the beam ends and her general appearance is very favorable throughout.*

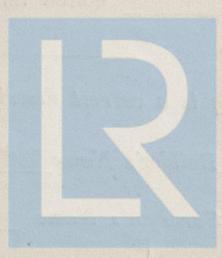
If Sheathed, Doubled, or Felted, Upper Course Wood sheathed—Felted & coppered  
and Date when last done November 1855

And Saw of opinion this Vessel should be Classed 10 A 1 George Bayley

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

Committee Minute 1 December 1855

Character assigned A 1 for 9 Years [Signature]



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