

No. 1990 Survey held at London Date Nov^r 18 1835 1990
 433 on the Bark Guiana Master Tait
 Tonnage 256 Built at Sunderland When built 1836
 By whom built P. Loring Owners Loring
 Port belonging to Sunderland Destined Voyage _____
 If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft.....

Feet.	Inches.
94	

 Extreme Breadth

Feet.	Inches.
25	5 1/2

 Depth of Hold

Feet.	Inches.

Scantlings of Timber.

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

Thickness of Plank.

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

Size of Bolts in Fastenings.

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

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 Plank

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

X general or partial, and if partial, in what part of the Ship.

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 outside of Timbers

Deck Beams 2.5 Iron Lodging Bolts & Iron Hanging Standard

Number of Breasthooks 5 Pointers _____ Crutches Iron Wood Transom Bolts

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 ^o .		Fathoms.		Inches.	N ^o .	
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>repacked in the sails</i>			All of <i>good</i> 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 *good* and Rudder *good* *Pumps good*
2 Kidding Carrels

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 and foremast shrouds—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 *I am* 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* 183*5*

Character assigned *A 1 for 9 Years*
[Signature]



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