

No. 473 Survey held at Grunoche Date 4 December 1837
 on the new Barque "Mahaica" Master William Lumsden
 Tonnage 256 old } Built at Grunoche When built November 1837
 By whom built Robert Stule & Company Owners Charles & George Murray, Brothers.
 Port belonging to Grunoche Destined Voyage Chyde to Demerary.
 If Surveyed Afloat or in Dry Dock on Stocks.

Length aloft.....	Feet. <u>94</u> Inches. <u>3</u> / <u>10</u>	Extreme Breadth <u>amidships</u>	Feet. <u>20</u> Inches. <u>9</u> / <u>10</u>	Depth of Hold	Feet. <u>16</u> Inches. <u>2</u> / <u>10</u>
Scantlings of Timber.					
Timber and Space.....	each	Inches	Inches Middle	Inches Ends	
Floors.....	sided	<u>11 1/2</u>	Moulded <u>12</u>		
1st Foothooks.....	"	<u>9 1/2</u>	" <u>9 1/2</u>		
2nd Ditto.....	"	<u>8 1/2</u>	" <u>8</u>		
3rd Ditto.....	"	<u>7 1/2</u>	" <u>6</u>		
Top Timbers.....	"	<u>7 1/4</u>	" <u>5</u>		
Deck Beams.....	Number of <u>11</u>	<u>9 3/4</u>	<u>10</u>	<u>8</u>	
Hold Beams.....	No. <u>12</u>	<u>11</u>	<u>11</u>	<u>9</u>	
Keel.....	"	<u>13</u>	<u>14</u>		
Kelsons.....	"	<u>13</u>	<u>14 1/2</u>	<u>13</u>	
Thickness of Plank.					
Outside.			Inches	Inside.	
Keel to Bilge			<u>3</u>	Foot Waling.....	<u>3</u>
Bilge Planks.....			<u>4 1/2</u>	Bilge Planks.....	<u>4 1/2</u>
Bilge to Wales.....			<u>3</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....			<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....			<u>2 3/4</u>	Hold Beam Clamps.....	<u>3 1/2</u>
Sheer Strakes.....			<u>3 1/4</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....			<u>3 1/4</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways.....			<u>9</u>	Hold Beam Shelves.....	<u>5 x 12</u>
Upper Deck.....			<u>3</u>	Deck Beam ditto.....	<u>4 1/2 x 12</u>
				Lower deck <u>spirit</u> <u>stitching</u>	<u>3</u>
				Upper <u>18"</u> <u>18"</u>	<u>3</u>
Size of Bolts in Fastenings.					
Copper.			Inches	Iron.	
Heel-Knee, and Dead Wood abaft.....			<u>1 1/8</u>	Hold Beam.....	<u>1 1/8</u>
Scarphs of Keel.....	No. <u>1</u>			Deck Beam.....	<u>1 1/8</u>
Floor Timber Bolts.....					
Kelson ditto.....					
Transoms and throats of Hooks.....					
Arms of Hooks.....					
				same in Iron above the Copper.....	<u>1 1/8</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 to 3 Inches. The Space between the Top-timbers is 2 1/2 to 4 1/2 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 ft 6 in to 3 ft 9 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 1/4 to 1/3 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. Cross chocked, and full Butts Cogged. The Main Kelson is composed of African Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than 6 feet inches. The Deck and Hold Beams are composed of British Oak and a few hold Beams of Brazilian hard wood.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm. From the first Foothook Heads to the Light Water Mark of American Oak. From the Light Water Mark to the Wales of British and African Oak & Greenheart. The Wales and Black-strakes are of British and African Oak & Greenheart. The Topsides of Pitch Pine. The Sheer-strakes of Greenheart, & British 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 5 ft 6 in 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.

Planking Inside.—The Clamps are composed of American Oak the Stringers of American Oak. The Bilge Planks of American Oak and the remainder of the Ceiling of American Oak; twist & split Pitch Pine; Iron lodging knees, on British Oak Chocks, in square body, & British Oak knees, in Cant bodies, with stringer.

Fastenings.—To Hold Beams Iron lodging knees on Chocks, in square body; British Oak knees, in Cant bodies, with stringer. Number of Breasthooks five below deck Pointers Crutches 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. footwaling Iron bolted, not through. 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. Summing



© 2021

Lloyd's Register Foundation

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

She has SAILS.

CABLES, &c.

ANCHORS.

No.		Fathoms.		Inches.	No.	
2	Fore Sails,	200	Chain	1 $\frac{3}{16}$	3	Bower,
1	Fore Top Sails,	70	Hempen Stream Cable.....	$\frac{7}{4}$	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	5 $\frac{1}{2}$	2	Kedge,
1	Main Sails,	75	Towlines	4		All of proper weight.
2	Main Top Sails,		Warp			
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 Solly Boat, and Gig.

The present state of the Windlass is Good with Capstan Good and Rudder Good.

The present state of the Windlass is good with Capstan good and Rudder good.
Isaac Robinson & Co's patent Purchase Four lead pumps good.

General Remarks—Statement and Date of Repairs.

Laid on in June, and launched on the 17th November 1857. Surveyed at the three Stages of Progress while building, and at other times, Specially, Frame good Welch and English Oak, well squared, and of good quality, built entirely in frame, Cross Chocked, full butts doweled or clogged, Planking and Ceiling as per other Side, of good quality, and fairly wrought, Number of Beams, and fastenings, as per other Side, (four Diagonal Iron Strees, to Upper deck, on each side in way of fore and Main Rigging was recommended to be put in, but not Complied with) and she has no Crutch or Pointers abaft, to fasten Cant timber feet. - The Workmanship is generally good, and she is well finished,

The Special Surveys charged on this vessel are not yet paid \$5.5

If Sheathed, Doubled, or Felted, *Sheathed with Oak & Pine, to about three feet below the Males,*
and Date when last done *and Lapped on Paper, to twelve feet forward, & thirteen feet aft.*

And Am of opinion this Vessel should be Classed 10 A 1.

The Amount of the Fee.....£ 3 : 3 : ~ is received by me, ^{now} ~~not~~ *received* as *attested* (dated 26 Jan 1832)

Committee Minute 20 Aug 1835

Character assigned