

No. 68 Port of Bristol Date December 17 1834 68  
 Survey of the Barque Huskisson Master William Holmes  
 Tonnage 334 Owners Sinclair Port belonging to Bristol  
 By whom built Cambridge Where built Phu Island When built 1826  
 Destined Voyage (uncertain)

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold .....		Bilge to Wales .....		Ceiling below Hold Beams ...	
Rake of Stem .....		Lower Hold .....		Short Hoods .....		Clamps and Bilge Planks.....	
D° of Stern Post.....		Between Decks .....		Bilge Planks .....		Upper Deck Clamps and	
Extreme Breadth .....				Bilge to Keel .....		Spirketting .....	
Scantling of Timber.				Decks.			
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.	Inches.		
Timber and Space, each .....					Thickness.....	Water Ways .....	
Floors in the middle .....					Bolts.		
— at the ends .....					Inches.		
1 <sup>st</sup> Foothooks .....					Heel, Knee, and Dead Wood	Butt Bolts.....	
2 <sup>nd</sup> Foothooks .....					abaft .....	Hold Beam Bolts .....	
3 <sup>rd</sup> Foothooks .....					Scarp of the Keel .....	Hooks forward at throat .....	
Top Timbers .....					Kelson Bolts .....	Hooks forward at arms.....	
Deck Beams.....Middle.....					Bolts thro' the Bilge and Foot	Transoms .....	
— at the Ends.....					Waling .....	Lower Pintle of the Rudder ..	
— Knees .....							
Hold Beams.....Middle.....							
— at the Ends.....							
— Knees .....							
Main Kelson .....							
Scarphs of Kelson ....Length .....							

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 \_\_\_\_\_

Masts, Yards, &c.			Sails.	
	Quality of Wood.	Length, &c.	N <sup>o</sup> .	N <sup>os</sup> .
Bowsprit .....			3 Fore Topmast Stay Sails.....	
Foremast .....			2 Fore Sail .....	
Main Mast .....			2 Fore Topsails .....	
Mizen Mast .....			1 Main Sails .....	
			2 Main Top Sails.....	
			3 Fore sails	
			And is generally well	
			found in other sails. } yes	
Cables, Cordage, &c.			Boats.	
	Fathoms.	Inches.	Number and Description.	
Cables, Hemp .....			Anchors.	
D° Iron.....	2 100 3/20	1 1/4	Boats.	
Hawser.....	60	3/4	Number and Description.	
Towlines .....	100	1	2 Long Boats	
1 <sup>st</sup> Warp .....	100	6	5	
2 <sup>nd</sup> D° .....	100	5	Gawl	
Standing and Running Rigging is all found to be sufficient in size, and good in quality. } yes				

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

Owner's Name \_\_\_\_\_

Nautical Surveyor's Name \_\_\_\_\_



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BR579-0079



# SURVEYOR'S REMARKS.

## Timbering.

The Quality,  
Squaring, and  
Workmanship.

Her Timbers in the way of the air stake, between decks are sided  
from 7 to 9 Inches. moulded 7 - principally of Hackmatack, well squared,  
and to all appearance sound - Her Floors are Black Birch  
sided 12 Inches. moulded clear of water course 20. Room Space 2 feet 2  
A considerable portion of this vessel's frame, is reported to be English Oak as  
will appear by the certificates of repairs annexed; effected in Newport but  
now hid from observation -

## Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

Her Wales are Black Birch American Oak  
Black Strakes: American Oak Spine  
Top sides. The same  
Then strakes. Black Birch Spine. The Bottom from the Wales  
to the garboard reported to be Black Birch -  
Inside Ceilings American Oak Spine. Sheen; Shelf piece, Bilge sticks, Am. Oak  
The whole appearing in tolerably good condition -

## Fastenings.

If Sheathed,  
Doubled, or  
Felted.

Copper fastenings to the Wales. But bolts, through clenched  
Bilge Bolts, remarkably well, 4 feet apart, through rivetted  
Sheathed with Copper upon paper 1830 Copper repaired 1832. so  
stated by the Captain - and is now in tolerably fair condition

## Repairs.

as of Certificates attached, and forwarded, at the request of  
Mr Sinclair the Owner -

General Observations  
and Opinion as  
required by the  
Instructions.

This is a vessel with a long raised quarter deck with no lap, and  
topgallant Forecastle -  
She appears to be very substantially built: is overloaded with stores  
both Iron & Wood. which are all, as far as I can observe in good order  
Her Deck Beams (mostly of Black Birch) are double wood knees  
Her Lower Beams (many of which are English Oak) being similarly secured  
having a shelf under the former, and a stinger over the latter.  
She has 6 pairs Hoyle Standards between decks, and 6 Iron diagonals  
each side to the Hold Beams. Cabin Deck Beams are well fastened  
4 pairs Iron diagonals to the same. Due to deck. sufficiently secured  
with single double wood knees - Her Stern frame is very  
substantial - Her Transom, well secured: a pair of wooden pointers aloft  
Her Breastworks are in good order mostly of English Oak well fastened  
She has heavy inside Bilge sticks, pupal biton - and a keelson with  
a heavy hog piece on it - Her appearance on deck is good. her  
stanchions (of English Oak) are all sound. but the Covering Boards which are  
Black Birch are very defective and require to be renewed. Waterways fine;  
with the decks in good order. Windlass well secured - Suggested to the  
Owner the propriety of shipping the decayed Covering boards, who replied he was  
aware of the defect but as he intended lengthening her next year, he should  
defer it until that period - When that effected and her upper Beam ends  
The Amount of the Fee, £ 2 : 2 : is received by me.

Committee Minute

15 January 1835

Character assigned

F, 1

and then the keel (which are Black Birch consequently suspicious)  
should then appear sound. She would be entitled I think to be classed F. 1  
until then I should recommend her being classed F. 1 -

Edmund Owen