

No. 422 Survey held at Greenock. Date 5<sup>th</sup> July 1837.  
 on the Brig Diana. Master Walter Greig.  
 Tonnage 228 <sup>old</sup> 238 <sup>new</sup> Built at Greenock. When built July 1837.  
 By whom built William Simons. Owners James Stuart.  
 Port belonging to Greenock. Destined Voyage Clyde to Newfoundland.  
 If Surveyed Afloat or in Dry Dock on the Stocks.

Length aloft.....	Feet. <u>90</u> Inches. <u>10</u>	Extreme Breadth <u>amidships</u>	Feet. <u>20</u> Inches. <u>8</u>	Depth of Hold .....	Feet. <u>15</u> Inches. <u>0</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>11</u>	Inches. Middle <u>11</u> Ends <u>11</u>	Outside. Inches. <u>3</u>	Inside. Inches. <u>3</u>		
Floors.....	sided <u>10</u>	Moulded <u>11 1/2</u>	Keel to Bilge .....	<u>3</u>	Foot Waling.....	<u>3</u>
1 <sup>st</sup> Foothooks.....	" <u>9</u>	" <u>9 1/2</u>	Bilge Planks .....	<u>3 1/2</u>	Bilge Planks .....	<u>3 1/2</u>
2 <sup>nd</sup> Ditto .....	" <u>8</u>	" <u>8</u>	Bilge to Wales .....	<u>3</u>	Ceiling in Flat .....	<u>3</u>
3 <sup>rd</sup> Ditto.....	" <u>7 1/2</u>	" <u>7</u>	Wales .....	<u>4 1/2</u>	Ditto Bilge to Clamp .....	<u>3</u>
Top Timbers .....	" <u>7</u>	" <u>5</u>	Topsides .....	<u>2 1/2</u>	Hold Beam Clamps .....	<u>3 1/2</u>
Deck Beams.....	Number of <u>10</u>	" <u>10</u>	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3 1/2</u>
quarter deck Beams <u>10</u>	" <u>10</u>	" <u>10</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks .....	<u>2 1/2</u>
Hold Beams.....	" <u>12</u>	" <u>12</u>	Water-ways .....	<u>9</u>	Hold Beam Shelves .....	<u>5x13</u>
Keel .....	" <u>12</u>	" <u>13</u>	Upper Deck .....	<u>3</u>	Deck Beam ditto.....	<u>4 1/2 x 13</u>
Kelsons .....	" <u>14</u>	" <u>14 1/2</u>			Lower deck <u>Spirketting</u>	<u>3</u>
					Upper <u>10</u> <u>10</u>	<u>3</u>
Copper.			Size of Bolts in Fastenings.			
Heel-Knee, and Dead Wood abaft .....	<u>1 1/2</u> <u>8</u> <u>15</u>	Inches. <u>3</u>	Copper. Inches. <u>3</u>	Iron. Inches. <u>1</u>		
Scarp of Keel.....	N <sup>o</sup> . <u>3</u>		Bolts thro' the Bilge and Foot Waling .....	<u>3 1/2</u>	Hold Beam.....	<u>1</u>
Floor Timber Bolts.....			Butt End Bolts .....	<u>3</u>	Deck Beam .....	<u>3</u>
Kelson ditto.....			Lower Pintle of the Rudder .....	<u>3</u>		
Transoms and throats of Hooks .....	<u>1 1/8</u>				same in Iron above the Copper .....	<u>1 1/8</u>
Arms of Hooks .....	<u>3</u> <u>4</u> <u>1</u>					<u>3</u> <u>4</u> <u>1</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 2 to 5 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. 10 in. to 4 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 5 to 6 feet, thirds running mostly to Gunwale.

The Frame is 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 the Gunwale.

The Butts of the Timbers are — close together; their thickness not less than 3/4 of the entire moulding at that place.

The Frame is well choiced with a Butt at each end of the choick. some full Butts, & crops choiced.

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 1 inches.

The Deck and Hold Beams are composed of British & African Oak.

**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 Foreign Oak.

From the Light Water Mark to the Wales of Greenheart, British Oak.

The Wales and Black-strakes are of Greenheart, African, British Oak.

The Topsides of Pitch Pine.

The Sheer-strakes of African Oak.

The Gunwales of African Oak. Water-ways of Red Pine.

The Shifts of the Planking are not less than 5 ft 6 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 two and three between.

**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, British Oak.

**Fastenings.**—To Hold Beams Iron lodging knees, on British Oak Chocks, of iron, Stringer, above and below the Beams.

Deck Beams Double lodging knees, British Oak, and Stringer.

Number of Breasthooks four Pointers four Crutches one abaft of Iron.

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 thro.

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. Munro*



© 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.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	5 1/2	3	Bower,
1	Fore Top Sails,	70	Hempen Stream Cable.....	6 1/2	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser .....	5	1	Kedge,
1	Main Sails,	70	Towlines .....	4 1/2		All of proper weight.
2	Main Top Sails,	70	Warp .....	3 3/4		
	and well found in other sails	45	Stream Chain.....	3 1/4		
			All of <u>good</u> quality.	4		

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

She has a Long Boat and Jolly Boat.

The present state of the Windlass is good Capstan good and Rudder good.  
Four lead lumps, good.

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

Laid on in the Month of October 1836. Launched 3<sup>rd</sup> August 1837. Surveyed at the three stated periods while building, & at other times. Frame all British Oak, good quality, and well squared. Shifts good. Cross Chocked, and some full Butts. Third futtocks run mostly to Gunwale, and the whole of the frames are bolted together. Planking and Ceiling as per Other Side, of very fair quality. Shifts good. Four Breasthooks, and four Painters forward, wrought diagonally, from ends of lower breasthooks, to hold Beam Stringers of African Oak, 12 and 16 feet in length, an Iron Crutch abaft, to fasten Cant timber feet, she is well fastened above, and below, and the Workmanship generally is very good.

The amount of Special Surveys on this vessel £5.5/. Paid.

If Sheathed, Doubled, or Felted, Felted, and Sheathed, with Oak, and Pine, from Keels to 5  
and Date when last done Set down Amidships, and Coppered on Paper, below, in July 1837.

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

The Amount of the Fee.....£ 3 : 3 : - is received by me,

John R. Cummins

Committee Minute 8 Sept 1837

Character assigned A 1 for 10 Years

CL

TOT



© 2011

Lloyd's Register  
Foundation