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No. 24 Port of Plymouth Date Sept. 24<sup>th</sup> 1834

Survey of the Diamond Schooner Master John Hustable

Tonnage 114<sup>48</sup>/<sub>100</sub> Owners Clark Row Hustable Port belonging to Plymouth

By whom built Hocking & Sons Where built Manchester When built 1815

Destined Voyage to Newport and seeking

Dimensions.				Thickness of Plank.			
	Feet.	Inches.		Feet.	Inches.		
Length of Keel.....	57	4	Depth of Hold .....	14	0		
Rake of Stem .....	3	2	Lower Hold .....				
D° of Stern Post.....	1	6	Between Decks .....				
Extreme Breadth .....	20	8					

  

Scantling of Timber.				
	Inches.	Sided Inches.	Monlded Inches.	Sort of Wood.
Timber and Space, each.....	10 <sup>1</sup> / <sub>2</sub>			
Floors in the middle .....		9	13	Eng. Oak
— at the ends .....		9	8 <sup>1</sup> / <sub>2</sub>	Do
1 <sup>st</sup> Foothooks .....		8	8	Do
2 <sup>nd</sup> Foothooks .....		7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	Do
3 <sup>rd</sup> Foothooks .....		7	6 <sup>1</sup> / <sub>2</sub>	Do
Top Timbers .....		6	4 <sup>1</sup> / <sub>2</sub>	Do
Deck Beams.....Middle.....		8 <sup>1</sup> / <sub>2</sub>	8	Do
— at the Ends..		8 <sup>1</sup> / <sub>2</sub>	8	Do
— Knees .....		5 <sup>1</sup> / <sub>2</sub>	12	Do
Hold Beams.....Middle.....				
— at the Ends..				
— Knees .....				
Main Kelson .....		10 <sup>1</sup> / <sub>2</sub>	14	Do
Scarphs of Kelson <i>near</i> Length .....				

  

Thickness of Plank.	
Outside.	Inside.
Bilge to Wales .....	3 <sup>1</sup> / <sub>2</sub>
Short Hoods .....	1
Bilge Planks .....	1
Bilge to Keel .....	2 <sup>1</sup> / <sub>2</sub>
Wales .....	4
Topsides .....	2 <sup>1</sup> / <sub>2</sub>
Shear Strake .....	3
Plank Shears.....	3

  

Decks.	
Thickness.....	Water Ways.....
2	5

  

Bolts.	
	Inches.
Keel, Knee, and Dead Wood } <i>all copper</i>	1
abaft .....	
Scarph of the Keel .....	1
Kelson Bolts .....	1
Bolts thro' the Bilge and Foot }	3 <sup>1</sup> / <sub>4</sub>
Waling .....	

  

Bolts.	
	Inches.
Butt Bolts.....	5 <sup>1</sup> / <sub>8</sub>
Hold Beam Bolts.....	
Hooks forward at throat <i>Copper</i>	1
Hooks forward at arms.....	1 <sup>1</sup> / <sub>8</sub>
Transoms .....	1
Lower Pintle of the Rudder ..	2 <sup>1</sup> / <sub>2</sub>

We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 24<sup>th</sup> day of Sept 1834

Builder's Name \_\_\_\_\_

Surveyor's Name Robert Brindley

Masts, Yards, &c.		
	Quality of Wood.	Length, &c.
Bowsprit .....	<i>Red Pine</i>	36 x 13
Foremast .....		59 x 14 <sup>1</sup> / <sub>2</sub>
Main Mast .....		59 x 14
Mizen Mast .....		

Sails.	
No.	Nos.
1 Fore Topmast Stay Sails.....	2
1 Fore Sail ..... ( <i>Topmast</i> ).....	2
3 Fore Topsails .....	1
1 Main Sails .....	2
Main Top Sails.....	

And is generally well found in other sails. } *very good*

Cables, Cordage, &c.		
	Fathoms.	Inches.
Cables, Hemp ..... <i>one</i> .....	90	10
D° Iron..... <i>one</i> .....	90	1
Hawser..... <i>one</i> .....	85	7
Towlines .....	80	2 <sup>1</sup> / <sub>2</sub>
1 <sup>st</sup> Warp .....	85	4 <sup>1</sup> / <sub>2</sub>
2 <sup>nd</sup> D° .....	85	3 <sup>1</sup> / <sub>2</sub>

Anchors.		Boats.
No.		Number and Description.
2 Bower S	8.0.0	
1 Stream	3.0.0	<i>one Anchor built</i>
1 Kedge	1.0.0	<i>new</i>

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } *all new & good*

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

Owner's Name Clark Row & Thomas

Nautical Surveyor's Name Robert Brindley



# SURVEYOR'S REMARKS.

## Timbering.

The Quality,  
Squaring, and  
Workmanship.

*Very sound & good*

## Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

*In same condition*

## Fastenings.

If Sheathed,  
Doubled, or  
Felted.

*Copper up to the Bends - Iron above - well  
fastened*

*None - never had any*

## Repairs.

*New Deck - Stanchions - sheer plank and  
covering boards - new comings to hatches -  
windlass bits new - This ~~just~~ done 2 years  
since but the Diamond was caulked from keel  
to gunnel Twelve months since.*

General Observations  
and Opinion as  
required by the  
Instructions.

*This vessel altho advanced in years  
may with great equity be placed ~~A~~  
First Class being certainly in excellent  
condition for carrying any & perishable  
Cargos to any part of the world without  
sea damage -*

The Amount of the Fee, £ : 10 : 6 is received by me.

Committee Minute 15 October 1834

Character assigned A, 7

*Robert Brumby*



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