

No. 931 Survey held at Liverpool Date 16<sup>th</sup> Sep<sup>r</sup> 1835  
 on the Barque Permafort Master Geo. Longford  
 Tonnage 411 Built at Johns St When built 1834  
 By whom built \_\_\_\_\_ Owners John Johnson  
 Port belonging to Liverpool Destined Voyage New Orleans  
 If Surveyed Afloat or in Dry Dock Dry dock

Length aloft.....115<sup>Feet.</sup>2<sup>Inches.</sup> Extreme Breadth .....28<sup>Feet.</sup>0<sup>Inches.</sup>2 Depth of Hold behind Docks.....6<sup>Feet.</sup>3<sup>Inches.</sup>

#### Scantlings of Timber.

	Inches.	Inches Middle	Inches Ends
Timber and Space..... each	<u>27</u>		
Floors..... sided	<u>11 1/2</u>	Moulded	<u>12</u>
1 <sup>st</sup> Foothooks.....		"	"
2 <sup>nd</sup> Ditto.....	<u>Black Birch</u>	"	"
3 <sup>rd</sup> Ditto.....	<u>Black Birch</u>	"	"
Top Timbers.....	<u>11</u>	"	<u>4 1/2</u>
Deck Beams.....	<u>12</u>	"	<u>10 1/2</u>
Hold Beams.....	<u>12</u>	"	<u>12</u>
Keel.....	<u>12 1/2</u>	"	<u>15 1/2</u>
Kelsons.....	<u>13</u>	"	<u>14</u>
<u>Long D</u> .....	<u>Black Birch</u>	<u>13</u>	<u>14</u>

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>3</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>5</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>3</u>
Wales.....	<u>5</u>	Ditto Bilge to Clamp.....	<u>3</u>
Topsides.....	<u>3</u>	Hold Beam Clamps.....	<u>5</u>
Sheer Strakes.....	<u>3 1/2</u>	Deck Beam Ditto.....	<u>5</u>
Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks.....	<u>3</u>
Water-ways.....	<u>3</u>	Hold Beam Shelves.....	<u>12 x 5</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	

#### 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.....	<u>1</u>
Scarphs of Keel..... N°.		Butt End Bolts.....		Deck Beam.....	<u>3/4</u> <u>1 1/8</u>
Floor Timber Bolts.....		Lower Pintle of the Rudder.....	<u>3</u>		
Kelson ditto.....				same in Iron above the Copper.....	<u>3</u>
Transoms and throats of Hooks.....					
Arms of Hooks.....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Black Birch and are \_\_\_\_\_ free from all defects. as far as visible  
 Her Floors and first Foothooks are composed of Black Birch Timber.  
 Her other Foothooks and Top Timbers of 2 Foothooks Black Birch all above pine  
 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 well squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is floor well squared  
 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.  
 The Main Kelson is composed of pine and the False Kelson of Birch  
 The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. ballast in, could not see  
 The Deck and Hold Beams are composed of pine

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Birch good  
 From the first Foothook Heads to the Light Water Mark of Birch good  
 From the Light Water Mark to the Wales of Birch good  
 The Wales and Black-strakes are of pine good  
 The Topsides of pine good  
 The Sheer-strakes of pine good  
 The Gunwales of pine good Water-ways of pine good  
 The Shifts of the Planking are not less than 6 1/2 feet N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. Mostly 3 between, some 3 & 4 feet with 1 between - 4 feet with 2 between

**Planking Inside.**—The Clamps are composed of pine good the Stringers of pine good  
 The Bilge Planks of pine good and the remainder of the Ceiling of pine good

**Fastenings.**—To Hold Beams Double wood lagging across single stringer to  
 Deck Beams Double wood lagging across to deck  
 Number of Breasthooks five Pointers none Crutches none  
 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Copper bolted through and clenched.  
 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 Lass



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LIV 573-0130



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,	110	Chain	1 1/4	3	Bower, —
2	Fore Top Sails,	70	Hempen Stream Cable	2	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser	5 1/2	1	Kedge,
1	Main Sails,	90	Towlines	5		All of proper weight.
2	Main Top Sails,	120	Warp	4 1/2		
and <u>is well found in other sails</u>			All of			quality.

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and good in quality.

She has abawel Long Boat and abawel jolly boat constructed Sep 1835. part new running rigging

The present state of the Windlass is good Capstan good and Rudder good

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

*This vessel appears to be sound and in good condition, and the materials good & of this kind I consider her fit to carry dry & perishable cargoes with safety.*

*Inspected all over outside Hopkirk Sep 1835—*

If Sheathed, Doubled, or Felted, sheathed with copper over paper  
and Date when last done Sep 1835

And Am of opinion this Vessel should be Classed 4A

The Amount of the Fee.....£ 2 : 2 : .. is received by me, James Harr  
Robert Thompson

Committee Minute 29 Sept 1835

Character assigned A 1 for 4 years

GHD J.B.



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