

No. 1020 Survey held at Liverpool, Date 16th Oct 1835
on the Barge Commodore Master John Fisher
Tonnage 195² Built at Newport When built 1835
By whom built W Perkins Owners Barrow & Co.
Port belonging to Liverpool Destined Voyage Ceylon
If Surveyed Afloat or in Dry Dock Afloat
See Newport Survey annexed

Length aloft.....	Feet. <u>25</u> Inches. <u>3</u>	Extreme Breadth	Feet. <u>22</u> Inches. <u>8</u>	Depth of Hold	Feet. <u>15</u> Inches. <u>6</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	each <u>23</u>	Inches. Middle <u>11</u> Ends <u>11</u>	Outside.	Inches.	Inside.
Floors.....	sided <u>10</u>	Moulded <u>11</u>	Keel to Bilge		Foot Waling.....
1 st Foothooks.....	"	"	Bilge Planks		Bilge Planks
2 nd Ditto.....	"	"	Bilge to Wales		Ceiling in Flat
3 rd Ditto.....	"	"	Wales	<u>4</u>	Ditto Bilge to Clamp
Top Timbers	" <u>6 1/4</u>	" <u>6</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps
Deck Beams	" <u>8 1/2</u>	" <u>9</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....
Hold Beams	" <u>9</u>	" <u>9</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twist Decks
Keel	" <u>12</u>	" <u>14 1/2</u>	Water-ways	<u>5</u>	Hold Beam Shelves
Kelsons	" <u>12</u>	" <u>14 1/2</u>	Upper Deck	<u>2 1/2</u>	Deck Beam ditto
			<u>Coppernail</u>		

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches.	Bolts thro' the Bilge and Foot Waling.....	Inches.	Hold Beam.....	Inches.
Scarp of Keel.....	N ^o .	Butt End Bolts		Deck Beam	
Floor Timber Bolts.....		Lower Pintle of the Rudder		same in Iron above the Copper	
Kelson ditto.....					
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 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are _____ free from all defects. as far as visible
Her Floors and first Foothooks are composed of English oak Timber.
Her other Foothooks and Top Timbers of English oak
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 squarely squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is frames are fairly 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 African oak and the False Kelson of _____
The Scarphs of the Kelsons are not less than 5 feet 6 inches.
The Deck and Hold Beams are composed of English oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____
From the first Foothook Heads to the Light Water Mark of _____
From the Light Water Mark to the Wales of _____
The Wales and Black-strakes are of English oak
The Topsides of pitch pine
The Sheer-strakes of English oak
The Gunwales of English oak Water-ways of English oak
The Shifts of the Planking are not less than 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 three between good work
the Stringers of English oak

Planking Inside.—The Clamps are composed of English oak and the remainder of the Ceiling of English African oak

Fastenings.—To Hold Beams single stringer & iron staple pins

Deck Beams Double wood lodging knees & single stringer to
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 J. Carr

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	180	Chain	1 1/2	2
2	Fore Top Sails,	120	Hempen Stream Cable	3	1
2	Fore Topmast Stay Sails,	120	Hawser	5	1
1	Main Sails,		Towlines		
1	Main Top Sails,		Warp		
and <u>is well formed</u>			All of <u>good</u> quality.		
in <u>the sails</u>					

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

She has aboard Long Boat and a Clincher gig, new

The present state of the Windlass is new Capstan new and Rudder, new

General Remarks—Statement and Date of Repairs.

This vessel appears to have been well and faithfully built both as to materials and workmanship, the timbers when visible are fairly squared, and are larger than the scantling required for vessels of her tonnage. She is well finished and her stores are of good quality and all new, I consider her fit to carry dry and perishable cargoes with safety.

If Sheathed, Doubled, or Felted, Sheathed with copper over paper

and Date when last done May 1835

And one of opinion this Vessel should be Classed 12A 10A See Newport Survey

The Amount of the Fee.....£ 2: 2: is received by me, James Farr

Committee Minute 10 November 1835

Character assigned A 1 for 10 Years.

M.H.



© 201

Lloyd's Register
Foundation