

No. 1375 - Survey held at Wesford Date May 1/1864 1864
on the Schooner David Perkins Master J. Foley
Tonnage Old Built at Wesford When built 1864 Launched March 1864
By whom built Mr Robert Sparrow Owners David Perkins
Port belonging to Port Talbot Destined Voyage Port Talbot
Surveyed while Building, Afloat, or in Dry Dock Dock Yard

Length aloft	Feet. 87	Inches.	Extreme Breadth	Feet. 20	Inches. 5	Depth of Hold	Feet. 10	Inches. 0
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches. 24	Inches. Middle 24	Inches. Ends 24	Outside.		Inside.		Inches.
Floors	sided 10	Moulded 12	7/8	Keel to Bilge	2 1/2	Limber Strakes		3 1/2
1st Foothooks	" 9	" 8 1/2	7/8	Bilge Planks	3 1/2	Bilge Planks		3 1/2
2nd Ditto	" 8	" 7 1/2	7/8	Bilge to Wales	2 1/2	Ceiling in Flat		2 1/2
3rd Ditto	"	"		Wales	4	Ditto Bilge to Clamp		2 1/4
Top Timbers	" 7	" 4	5	Short Hoods		Hold Beam Clamps		
Deck Beams N° 15	Average Space } 4 feet	" 9	9	Topsides	4	Deck Beam Ditto		4
Hold Beams N°	Average Space }	"		Sheer Strakes	4	Ceiling 'twixt Decks		2 1/2
Keel	"	"		Plank Sheers	2 1/2	Hold Beam Shelves		
Keelsons	" 13	" 14	14	Water-Ways	5	Deck Beam Ditto		
Scarpes of Ditto	"	"		Upper Deck	2 1/2			

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Heel-Knee, and Deadwood abaft	Copper Inches. 1	Iron Inches. 1	Transoms and throats of Hooks	Copper Inches. 1	Iron Inches. 1	Lower Pintle of the Rudder	Copper Inches. 2 1/2	Iron Inches. 2 1/2
Scarpes of Keel N° 1	3/4	3/4	Arms of Hooks	3/4	3/4	Hold Beam		
Floor Timber Bolts	3/4	3/4	Bolts thro' Bilge & Limber Strakes	3/4	3/4	Deck Beam		1/8
Kelson ditto	1	1	Butt End Bolts	7/8	7/8			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2—Inches. The Space between the Top-timbers is 5—Inches. The Stem, Stern Post, consist of English Oak—the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Sarch—and are quite free from all defects. The Floors consist of Elm—The First Foothooks of Elm & Oak—Timber. The Second Foothooks of Ash—The Third Foothooks of English Oak—The Top Timbers of English Oak—The Shifts of the first and second Foothooks are not less than 3 1/2—N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 1/2 inches—The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is Very good—The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are close close together; their thickness not less than 1/2—of the entire moulding at that place. The Frame is well—choked with A Butt at each end of the chock. The Main Keelson is Pitch pine and free from all defects. The False Keelson is Pitch pine—The Deck Beams consist of Sarch—The Hold Beams of —The Knees of Iron—

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Elm—From the above named Height to the Light Water Mark Yellow pine—From the Light Water Mark to the Wales Yellow pine—The Wales and Black-strakes are Yellow pine—The Topsides new—The Sheer-strakes yellow pine and Plank-sheers yellow pine—The Water-ways yellow pine—The Decks yellow pine—State of new—The Shifts of the Planking are not less than 6 Feet—Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought three strakes—between

Planking Inside.—The Limber-strakes are Sarch & pitch pine—the Bilge Planks Pitch pine—The Ceiling, Lower Hold, yellow pine—Between Decks yellow pine—Shelf Pieces —Clamps yellow pine—

Fastenings.—To Hold Beams —

Deck Beams Iron Hanging knees one to each Beam, five pair extending down to floors receiving two bolts in each floor—Number of Breasthooks 2 Iron—Pointers 2 pointers Iron—Crutches one Iron—Butts End Bolts are of 5/8 Iron—in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes well bolted bolted through and clenched. Treennails of all Sarch How Made Swedish—General Quality of Workmanship Very fair—

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

Builder's Signature R. Sparrow

Surveyor's Signature M. Deane

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	inches.	N ^o .	Weight.
3	Fore Sails,	<i>tested to advantage</i>	Chain	150	$\frac{1}{8}$	25	7-19
/	Fore Top Sails,	<i>Proof-</i>	Hempen Stream Cable	90	6 $\frac{1}{2}$		4-00
/	Fore Topmast Stay Sails,		Hawser	90	3 $\frac{1}{2}$	1	2-25
/	Main Sails,		Towlines	45	2 $\frac{1}{2}$		
<i>Left</i> /	Main Top Sails,		Warp	—	—	1	1-25
and <i>Some Spar Sails</i>			All of <i>good</i> quality.				

Her Standing and Running Rigging *These laid* sufficient in size and *properly* *good* in quality. —

She has *One New* Long Boat and *Shelly Engine* —

The present state of the Windlass is *Patent* Capstan *Winch* Rudder *Very good* Pumps *Two Iron pumps* —

General Remarks—Statement and Date of Repairs.

*The frame of this Vessel throughout is of sound timber well
wrought & shifted. The quality of the Planking is all good—
through out very well wrought & shifted clear of sap or defect.
Commenced building Jan'y 1863—Launceston March—1864—*

If Sheathed, Doubled, Felted, or Coppered — When last done —

I am of opinion this Vessel should be Classed *A 5 years*

The Amount of the Fee.....£ *2* : 0 : 0 *paid from Letter attached* is received by me,

Special£ : - :

Certificate (if required)£ : 2 : 6 —

Committee's Minute *24 May 1864*

Character assigned *A* for 5 Years

To have for 1865
31/5/64



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