

No. 47 Survey held at Dubec Date June 11/1853
 on the Persia Master Davis
 Tonnage Old 1546 ^{27/94} Built at Dubec When built Landed May 1853
 by whom built J. H. Parker Owners J. H. Parker
 Port belonging to Dubec Destined Voyage Liverpool
 if Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	207 4	Extreme Breadth	39 10	Depth of Hold	23 3
Scantlings of Timber.			Thickness of Plank.		
Room and Space	32	Outside	13 12	Inside	
Floors	sided 15 1/2	Moulded	17	Keel to Bilge	5 1/2
1 st Foothooks	14		15 1/2	Bilge Planks	5 1/2
2 nd Ditto	12 1/2		13	Bilge to Wales	5 1/2
3 rd Ditto	12		12	Wales	10 Strakes
Top Timbers	11		12	Short Hoods	7 1/2
Deck Beams N ^o 32	Average Space 4 3/4		12 1/2	Topsides	6
Hold Beams N ^o 31	Average Space 4 1/2		15 1/2	Sheer Strakes	6
Keel	17 1/2		17 1/2	Plank Sheers	5 1/2
Keelsons	18		19	Water-Ways	12 1/2
Scarpers of Ditto	18		19	Upper Deck	5 1/2

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

Heel-Knee, and Deadwood abaft	Copper 1 3/8	Iron 1 3/8	Transoms and throats of Hooks	Copper 1 3/8	Iron 1 3/8	Lower Pintle of the Rudder	Copper 1 3/8	Iron 1 3/8
Scarpers of Keel N ^o 12	1 1/4	1 1/4	Arms of Hooks	1 1/4	1 1/4	Hold Beam	1 1/4	1 1/4
Floor Timber Bolts	1 1/4	1 1/4	Bolts thro' Bilge & Keelson Strakes	1	1	Deck Beam	1 1/4	1 1/4
Kelson ditto	1 3/8	1 3/8	Butt End Bolts	7/8	7/8	Shelves & Clamps	1 1/4	1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 26 3 Inches. The Space between the Top-timbers is 31 5 Inches. The Stem, Stern Post, consist of Oak and are free from all defects. The Floors consist of Oak & Elm in' midships The First Foothooks of Oak & Tamarac Timber. The Second Foothooks of Oak & Tamarac The Third Foothooks of Tamarac The Top Timbers of Tamarac. The Shifts of the first and second Foothooks are not less than 5 1/2 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 7 1/2 feet. The Frame is very squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is square. The ~~stems~~ Frames are all bolted together to the Gunwale. All Built in Yarnes N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 1 3/4 of the entire moulding at that place. The Frame is Crop choaked with a Butt at each end of the choak. The Main Keelson is Oak and free from all defects. The False Keelson is Crop & Tamarac Oak. The Deck Beams consist of Tamarac & Oak The Hold Beams of Oak The Knees of Spruce & Tamarac.

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 Elm & Tamarac. From the Light Water Mark to the Wales Tamarac & Red Pine. The Wales and Black-strakes are Tamarac & Red Pine. The Topsides Red Pine. The Sheer-strakes Red Pine and Plank-sheers Oak. The Water-ways Red Pine. The Decks Yellow Pine State of best Order. The Shifts of the Planking are not less than 6 7/8 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 thru between.

Planking Inside.—The Limber-strakes are Tamarac the Bilge Planks Tamarac & Red Pine. The Ceiling, Lower Hold, Tamarac & Red Pine Between Decks Red Pine. Shelf Pieces Oak & Red Pine Clamps Red Pine.

Fastenings.—To Hold Beams Spruce & Tamarac Lading Knees

Deck Beams Spruce & Tamarac Lading Knees

Number of Breasthooks Black & Wampstead Pointers 1 1/2 Oak Crutches 3 Oak. Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treennails of Yarn & Oak How Made thru. General Quality of Workmanship Very Superior.

We certify that the preceding is a correct description of the above-named Vessel.
 Elder's Signature J. H. Parker Surveyor's Signature Thos. Wm. Jones

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
one set sails 22 pieces including 7 studding sails of Belfast Canvas	Fore Sails,	2 Chain	195	2	Bower,	1	42.2.0
	Fore Top Sails,	Hempen Stream Cable	90	10 1/2		1	39.3.0
	Fore Topmast Stay Sails,	Hawser			Stream,	1	12.2.0
	Main Sails,	Towlines	90	7 1/2			
	Main Top Sails,	Warp	90	6	Kedge,		
and		All of <u>best</u> quality.					

Her Standing and Running Rigging is sufficient in size and best in quality.

She has One Long Boat and Pinnace and Jig

The present state of the Windlass is Strong Capstan Strong Rudder Strong Pumps 2 Cast Metal

General Remarks—Statement and Date of Repairs.

This ship was commenced in last. The frames were built upon a Platform across keel & one put together with great care as framed single floor & bulk floor connecting the keels of lower forethwarts. The timber is very good square & free from sap. The outside plank is well fayed & seasoned very good lengths & quality. The beams are well driven these not through are bedged upon timbers. The garboard strakes are bolted through keel and opposite strake with iron & up into floors with iron punched up. The 5 strakes next diminish gradually from 12 inches to 5 1/2 the thickness of bottom. The shivers & clamps are through bolted every timber & are dovetailed to timbers alternately six strakes in twist ends & three in bold back side and are bolted edgewise between every beam. The beams are dovetailed to shivers & bolted through shelf into clamp. The knees are well fitted and bolted. The sister keelsons are wrought all round ship & are bolted to timber before planking. The inside bilges are well fayed & seasoned & are bolted edgewise every 4 feet. The plating is well wrought and is keyed with oak throughout the greater part & is well secured with barks & crutches. The workmanship throughout is excellent the materials very good of their kind and I consider her a very superior ship. When knees & riders are fitted & I recommend them to be placed diagonally one to every oak beam as well as bold beam I consider her entitled to be classed A I

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

I am of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ 5 : - : - is received by me,

Special£ 63 : 10 : 0 Sh

Certificate (if required)£ : :

Committee's Minute 15th Nov^r 1853

Character assigned A I for 7 years



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