

No. 27 Survey held at Scarboro' Date 1838 29
 on the Persia Master James Stevens
 Tonnage old 526 Built at Scarboro' When built 1838
new 658
 By whom built M^r John Robt Lindall Owners M^r John Robt Lindall
 Port belonging to Scarboro' Destined Voyage Scarboro' to London
 If Surveyed Afloat or in Dry Dock while building

Length aloft.....^{Feet.}130^{Inches.}4 Extreme Breadth^{Feet.}29^{Inches.}8 Depth of Hold^{Feet.}20^{Inches.}11

Scantlings of Timber.

	Inches.	Inches.	Inches.
	Middl.	Ends	
Timber and Space..... each	<u>13 1/2</u>		
Floors..... sided	<u>13</u>	<u>13 1/2</u>	<u>11</u>
1 st Foothooks..... "	<u>11</u>	<u>11</u>	<u>9 1/2</u>
2 nd Ditto..... "	<u>9 1/2</u>	<u>9 1/2</u>	<u>8 1/2</u>
3 rd Ditto..... "			
Top Timbers..... "	<u>9</u>	<u>8 1/2</u>	<u>5 3/4</u>
Deck Beams.... Number of <u>137 Average</u>	<u>10</u>	<u>9 3/4</u>	<u>6 1/2</u>
Hold Beams.... Do. Do. <u>22</u>	<u>13 1/2</u>	<u>14</u>	
Keel..... "	<u>14</u>	<u>17</u>	
Kelsons..... "	<u>14</u>	<u>17</u>	
<u>False Kelson</u>	<u>14</u>	<u>14</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3 1/2</u>	Foot Waling.....	<u>3 1/2</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4 1/2</u>
Bilge to Wales.....	<u>4</u>	Ceiling in Flat.....	<u>3</u>
Wales.....	<u>5 1/2</u>	Ditto Bilge to Clamp.....	<u>3 1/2</u>
Topsides.....	<u>3 1/2</u>	Hold Beam Clamps.....	<u>3 1/2</u>
Sheer Strakes.....	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3 3/4</u>
Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks.....	<u>3 3/4</u>
Water-ways.....	<u>6</u>	Hold Beam Shelves.....	<u>5</u>
Upper Deck.....	<u>3 1/2</u>	Deck Beam ditto.....	<u>4 1/2</u>

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling.....	<u>1 1/8</u>	Hold Beam.....	<u>1 1/4</u>
Scarphs of Keel..... N ^o .	<u>1/8</u>	Butt End Bolts.....	<u>3/4</u>	Deck Beam.....	<u>1 1/8</u>
Floor Timber Bolts.....	<u>1</u>	Lower Pintle of the Rudder.....	<u>3 3/4</u>		
Kelson ditto.....	<u>1 1/8</u>			same in Iron above the Copper.....	<u>1 1/4</u>
Transoms and throats of Hooks.....	<u>1 1/4</u>				
Arms of Hooks.....	<u>1</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is four Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African Oak and are free from all defects.

Her Floors and first Foothooks are composed of African & English Timber.

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 5 ft. 6 in N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Six feet

The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is also well squared

The alternate Frames are all bolted together. The Bow & Quarter Timbers all bolted together

The Butts of the Timbers are all close together; their thickness not less than 3/4 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

The Main Kelson is composed of African Oak and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than 7 feet and inches.

The Deck and Hold Beams are composed of African Oak the deck beams are close together

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm

From the first Foothook Heads to the Light Water Mark of American Oak

From the Light Water Mark to the Wales of African & English Oak

The Wales and Black-strakes are of African & English Oak

The Topsides of African & English Oak

The Sheer-strakes of African Oak 4 inches

The Gunwales of African Oak Water-ways of Pitch Pine

The Shifts of the Planking are not less than Six 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.

Planking Inside.—The Clamps are composed of African Oak the Stringers of African Oak

The Bilge Planks of African & English and the remainder of the Ceiling of African & English

Fastenings.—To Hold Beams They are secured above & below & dunnelled together with two large iron plate knees one on each side set into the beams

Deck Beams are clamped above & below & dunnelled together with two large iron plate knees one on each side set into the beams

Number of Breasthooks Seven Pointers None Crutches one under Raft Part

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. from the bilge upwards

50 Bilge and Footwaling Bolts bolted through and clenched.

General Quality of Workmanship is very good

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

Builder's Name John Robt Lindall
 Surveyor's Name James Stevens



500-26875

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

She has SAILS.			CABLES, &c.		ANCHORS ^{Royal Patent}				
N ^o .		Fathoms.		Inches.	N ^o .	<u>Iron</u>	<u>Wood</u>	<u>Iron</u>	<u>Wood</u>
2	Fore Sails,	100 140	Chain	1 1/2 1 1/8	4	Bower, 23.3.10	21.3.8	23.3.0	23.3.2
2	Fore Top Sails,		Hempen Stream Cable.....		1	Stream, 7.2.4			
2	Fore Topmast Stay Sails,	80	Hawser	1 1/2	2	Kedge, 2.3.24	2.0.0		
1	Main Sails,	90	Towlines	9 1/2		All of proper weight.			
2	Main Top Sails,	90 90	Warp	6 1/2 5 1/2					
and			All of _____ quality.						

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

She has one Long Boat and two smaller Boats

The present state of the Windlass is well secured Capstan in good order and Rudder well fitted

General Remarks—Statement and Date of Repairs.

The Linnings are well squared & free from sap & of good quality. She is completely checked according to the rules & particularly well secured aft by cross checks between the floors & the quarter Lumber feet, the checks at the quarter Lumber feet are bolted down to the dead wood & the feet of the quarter Lumber throughout from side to side. The third foothooks or top timbers extend from the first foothook heads to the Plank Shears & the Cap timbers, scarphed on the 2nd foothook heads — There are 22 Hanging Iron knees on each side under the deck Beams & 5 large Riders under the Hold Beams with long Arms on the Beams & extending to the flat of the floor with two Bolts in each floor — This Ship is Secured with a long triangular Plate extending from under the deck Beams to the fore foot & aft to the keel, each plate is 40 1/4 feet long & rests in the centre on a Rider extending down to the floor Lumber, it is 6 inches by 1 1/4 inch and bolted to each alternate Lumber — She has two Hooks or straps outside the Lumber and within the Plank round the Booms 57 feet long and well bolted — Also long T Plates let into the fore deck Hooks and extending on to the fifth Beam, & turned down over it well bolted to each beam 4 in by 1 in —

If Sheathed, Doubled, or Felted, Coppered on Paper

and Date when last done Sept. 7th 1838

And I am of opinion this Vessel should be Classed 12 years A 1

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

Committee Minute 28 Sept 1838

Character assigned A 1 for 12 years



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