

No. 27 Survey held at Seaboro' Date 1838 29  
on the Persia Master James Stevens  
Tonnage 526 Built at Seaboro' When built 1838  
By whom built M<sup>r</sup> Robt Lindall Owners M<sup>r</sup> Robt Lindall  
Port belonging to Seaboro' Destined Voyage Seaboro' 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.				Thickness of Plank.				
				Outside.		Inside.		
Timber and Space.....	each	13 1/2		Keel to Bilge .....	3 1/2	Foot Waling.....	3 1/2	
Floors.....	sided	13	Moulded	Bilge Planks .....	4	Bilge Planks .....	4 1/2	
1 <sup>st</sup> Foothooks.....	"	11	"	Bilge to Wales .....	4	Ceiling in Flat .....	3	
2 <sup>nd</sup> Ditto.....	"	9 1/2	"	Wales .....	5 1/2	Ditto Bilge to Clamp .....	3 1/2	
3 <sup>rd</sup> Ditto.....	"		"	Topsides .....	3 1/2	Hold Beam Clamps .....	3 1/2	
Top Timbers .....	"	9	"	Sheer Strakes .....	3 1/2	Deck Beam Ditto.....	3 3/4	
Deck Beams .... Number of	137 Average	10	"	Plank Sheers.....	4	Ceiling 'twixt Decks .....	3 3/4	
Hold Beams .... Do. Do.	22 1/2	13 1/2	"	Water-ways .....	6	Hold Beam Shelves .....	5	
Keel .....	"	14	"	Upper Deck .....	3 1/2	Deck Beam ditto .....	4 1/2	
Kelsons .....	"	14	"					
False Kelson								

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft .....	1 1/2	Heel-Knee, and Dead Wood abaft .....	1 1/2	Heel-Knee, and Dead Wood abaft .....	1 1/2
Scarphs of Keel..... N <sup>o</sup> .	1/8	Scarphs of Keel..... N <sup>o</sup> .	1/8	Scarphs of Keel..... N <sup>o</sup> .	1/8
Floor Timber Bolts.....	1	Floor Timber Bolts.....	1	Floor Timber Bolts.....	1
Kelson ditto.....	1/8	Kelson ditto.....	1/8	Kelson ditto.....	1/8
Transoms and throats of Hooks .....	1/4	Transoms and throats of Hooks .....	1/4	Transoms and throats of Hooks .....	1/4
Arms of Hooks .....	1	Arms of Hooks .....	1	Arms of Hooks .....	1
		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
		Butt End Bolts .....		Deck Beam .....	
		Lower Pintle of the Rudder .....			
				same in Iron above the Copper .....	

**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 Half pieces above shelson & dunnell together with two large cross plate knees one on each side set into the beams. Deck Beams one clamp above shelson & dunnell together with two large cross plate knees one on each side set into the beams. Number of Breasthooks Seven Pointers None Crutches one under Ruff Port. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. from the bilge upwards. 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 M<sup>r</sup> J. P. Lindall Surveyor's Name Wm. P. Smith Lloyd's Register Foundation

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

She has SAILS.			CABLES, &c.		ANCHORS <sup>Royal Patent</sup>			
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .			
2	Fore Sails,	100 140	Chain .....	1 1/2 1 1/8	4	Bower,	<u>23.3.10</u>	<u>21.3.8</u>
2	Fore Top Sails,		Hempen Stream Cable.....		1	Stream,	<u>7.2.4</u>	
2	Fore Topmast Stay Sails,	80	Hawser .....	1 1/2	2	Kedge,	<u>2.3.24</u>	<u>2.0.0</u>
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 Limbers 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 Limber feet. The checks at the quarter Limber feet are bolted down to the dead wood & the feet of the quarter Limbers throughout from side to side. The third foothooks or top timbers extend from the first foothook heads to the Plank Shears & the Lap timbers, scarphed on the 2<sup>nd</sup> 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 1/2 feet long & rests in the centre on a Rider extending down to the floor Limber, it is 6 inches by 1 1/4 inch and bolted to each alternate Limber — She has two Hooks or straps outside the Limber 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. 7<sup>th</sup> 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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Lloyd's Register  
Foundation