

1812

No. 1812 Survey held at Sunderland: Date October: 1840.
 on the Barge "Persian" Master D. Millman.
 Tonnage ^{old} 302 ^{new} 347 Built at Sunderland: - When built 1840.
 By whom built Joseph Hensley: Owners W^d Bell.
 Port belonging to Newcastle: Destined Voyage London and New South Wales.
 If Surveyed Afloat or in Dry Dock Building: -

Length aloft 92 ^{Feet.} 0 ^{Inches.} Extreme Breadth 26 ^{Feet.} 0 ^{Inches.} Depth of Hold 17 ^{Feet.} 0 ^{Inches.}

Scantlings of Timber.				Thickness of Plank.			
				Outside.			Inside.
Timber and Space.....	each	<u>12½</u>					
Floors.....	sided	<u>12½</u>	Moulded <u>12½</u> <u>9¾</u>	Keel to Bilge	<u>3</u>		Foot Waling
1 st Foothooks.....	"	<u>10</u>	" <u>9</u>	Bilge Planks	<u>4½</u>		Bilge Planks
2 nd Ditto.....	"	<u>9-10</u>	" <u>8½</u>	Bilge to Wales	<u>3½-3¾</u>		Ceiling in Flat
3 rd Ditto.....	"	<u>8</u>	" <u>7½</u>	Wales	<u>5</u>		Ditto Bilge to Clamp
Top Timbers	"	<u>7</u>	" <u>5</u>	Topsides	<u>2½</u>		Hold Beam Clamps
Deck BeamsN ^o . of	"	<u>9½</u>	" <u>9½</u> <u>5½</u>	Sheer Strakes	<u>3½</u>		Deck Beam Ditto.....
Hold BeamsN ^o . of	"	<u>10½</u>	" <u>10½</u> <u>8</u>	Plank Sheers.....	<u>3</u>		Ceiling 'twixt Decks
Keel	"	<u>11</u>	" <u>8½</u>	Water-Ways	<u>7</u>		Hold Beam Shelves
Kelsons	"	<u>12</u>	" <u>28</u>	Upper Deck	<u>3</u>		Deck Beam Ditto.....

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1/10</u>			Hold Beam	<u>1/4</u> <u>13/8</u>
Scarpns of Keel.....N ^o . <u>80</u>	<u>3/4</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Deck Beam	<u>7/10</u>
Floor Timber Bolts	<u>1</u>	Butt End Bolts	<u>5/8</u>		
Kelson ditto	<u>1/10</u>	Lower Pintle of the Rudder	<u>2¾</u>		
Transoms and throats of Hooks	<u>1</u>			same in Iron above the Copper.....	
Arms of Hooks	<u>1/10</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 3 to 4 Inches. The Stem, Stern Post, are composed of English Oak: the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and African Oak: and are apply free from all defects. The Floors and first Foothooks are composed of English and Heamle' Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3/4 to 4 feet. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good & sufficient. The Frame is fairly squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is generally well square. The alternate Frames are not bolted together. Every 4th. N. B. If not, state how bolted. to Wales. The Butts of the Timbers are all close together; their thickness not less than 1/6 to 1/4 of the entire moulding at that place. The Frame is — choaked with no Butt at each end of the chock. The Main Kelson is composed of Amer^{on} Oak: and the False Kelson of Amer^{on} Oak: The Scarpns of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm: From the first Foothook Heads to the Light Water Mark of Amer^{on} Oak: From the Light Water Mark to the Wales of Darg^e Impat'd Oak: Ends English Oak: The Wales and Black-strakes are of English Oak: The Topsides of English Oak: The Sheer-strakes and Plank-sheers of Seak: The Water-ways of Pitch Pine: The Decks of Yellow Pine: State of — The Shifts of the Planking are not less than fully 5 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 Two and Three between

Planking Inside.—The Limber-strakes are composed of Amer^{on} Oak: the Bilge Planks of Amer^{on} & Themed Oak: The Ceiling, Lower Hold, of Themed Oak: Between Decks of Pitch Pine: Shelf Pieces of — Clamps of Seak and Foreign Oak:

Fastenings.—To Hold Beams 8 Beams secured with Pell's patent, and 11 Iron Nines each side below: Deck Beams Double Wood Nines also 9 Iron Nines each side below: Number of Breasthooks Nine: Pointers One pair: One Iron Crutches also 2 Iron & 1 Wood (transom) Nines each side: Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is 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 John Brunton

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 1/4 : 1 5/8	3	Bower, 15 3/4 : 14 1/2 : 13 1/4.
1	Fore Top Sails,	80	Hempen Stream Cable	8	1	Stream, 3 3/4.
2	Fore Topmast Stay Sails,	70	Hawser	13/16	1	Kedge, 2 c
1	Main Sails,	90	Towlines	5 1/2		
2	Main Top Sails,	90	Warp	5		
and well found in other sails			All of <u>Good</u> quality.			

Her Standing and Running Rigging Complete sufficient in size and Good in quality.

She has One Long Boat and Two other Boats

The present state of the Windlass is Secure Capstan Winch and Rudder and Braces suff
with Patent purchase

General Remarks—Statement and Date of Repairs.

Frame is of Good Scantling and generally well built. Keel fairly straight, Step and Ships throughout; a few of the Top Timbers on Back Side run being and lumpy but in the whole the Frame throughout is fairly and sufficiently square for the keel beam and ends; Garboard and Counter Timbers are fairly square. Beam Keel and Mast are all of good Scantling Quality and generally well square

The Quality of planking both outside and inside appears good; all fairly straight and ships and well cleared of Sap. Remains of the Deck Keel and Low Deck Beam Keel and Mast are well and securely fastened

Commenced building in April, 1840 Launched October 1840 was surveyed at the following dates 15 3 27 6 2 8 8 9 10 and undry other times

The General Appearance is Firm and Substantial

If Sheathed, Doubled, Felted, or Coppered Coppered to 14 feet on Deck When last done October 1840

I am of opinion this Vessel should be Classed G. A. S.

The Amount of the Fee.....£ 4 : : is received by me, John Brunton

Special£ : :

Committee's Minute 18th Dec 1840

Character assigned A 1 for G. Brunton



© 2021

Lloyd's Register
Foundation