

No. 98 Survey held at Topslam Date May 20 1842 98  
 on the Schooner Perseverance Master Mr. Hare  
 Tonnage 87 5/8 Built at Topslam When built 1818  
 By whom built R. Davy Owners Mr. Hare & Co.  
 Port belonging to Antwerp Destined Voyage London & Antwerp & back  
 If Surveyed Afloat or in Dry Dock on Graving Bank

|                              |               |       |         |                            |               |    |   |                 |                |            |   |            |  |  |  |
|------------------------------|---------------|-------|---------|----------------------------|---------------|----|---|-----------------|----------------|------------|---|------------|--|--|--|
| Length aloft                 | Feet. Inches. | 60    | "       | Extreme Breadth            | Feet. Inches. | 18 | 3 | Depth of Hold   | Feet. Inches.  | 10         | 0 |            |  |  |  |
| <b>Scantlings of Timber.</b> |               |       |         | <b>Thickness of Plank.</b> |               |    |   |                 |                |            |   |            |  |  |  |
| Timber and Space             | each          | 22    |         |                            |               |    |   | <b>Outside.</b> |                |            |   |            |  |  |  |
| Floors                       | sided         | 9 1/2 | Moulded | 11                         |               |    |   |                 | <b>Inside.</b> |            |   |            |  |  |  |
| 1st Foothooks                | "             | "     | "       | "                          |               |    |   |                 | Keel to Bilge  |            |   |            |  |  |  |
| 2nd Ditto                    | "             | "     | "       | "                          |               |    |   |                 | Bilge Planks   |            |   |            |  |  |  |
| 3rd Ditto                    | "             | "     | "       | "                          |               |    |   |                 | Bilge to Wales |            |   |            |  |  |  |
| Top Timbers                  | "             | 6     | "       | 5                          |               |    |   |                 | Wales          |            |   |            |  |  |  |
| Deck Beams                   | N°. of        | 10    | "       | 9                          |               |    |   |                 | Topsides       |            |   |            |  |  |  |
| Hold Beams                   | N°. of        | "     | "       | "                          |               |    |   |                 | Sheer Strakes  |            |   |            |  |  |  |
| Keel                         | "             | 10    | "       | 13                         |               |    |   |                 | Plank Sheers   |            |   |            |  |  |  |
| Kelsons                      | "             | 10    | "       | 17                         | 10            |    |   |                 |                | Water-Ways |   |            |  |  |  |
|                              |               |       |         |                            |               |    |   |                 |                |            |   | Upper Deck |  |  |  |

|                                |         |                                       |         |                               |         |
|--------------------------------|---------|---------------------------------------|---------|-------------------------------|---------|
| <b>Copper.</b>                 |         | <b>Size of Bolts in Fastenings.</b>   |         | <b>Iron.</b>                  |         |
| Heel-Knee, and Dead Wood abaft | Inches. | Bolts thro' the Bilge and Foot Waling | Inches. | Hold Beam                     | Inches. |
| Scarphs of Keel                | N°.     | Butt End Bolts                        |         | Deck Beam                     |         |
| Floor Timber Bolts             |         | Lower Pintle of the Rudder            |         | same in Iron above the Copper |         |
| Kelson ditto                   |         |                                       |         |                               |         |
| Transoms and throats of Hooks  |         |                                       |         |                               |         |
| Arms of Hooks                  |         |                                       |         |                               |         |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of 2h Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of 2h Oak and are \_\_\_\_\_ free from all defects. The Floors and first Foothooks are composed of Je Timber. The other Foothooks and Top Timbers of Je. The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are \_\_\_\_\_. The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_. The alternate Frames are \_\_\_\_\_ bolted together. N. B. If not, state how bolted. The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place. The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock. The Main Kelson is composed of 2h Oak and the False Kelson of \_\_\_\_\_. The Scarphs of the Kelsons are not less than Six feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of 2h Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of 2h Elm. From the first Foothook Heads to the Light Water Mark of 2h Oak. From the Light Water Mark to the Wales of Je. The Wales and Black-strakes are of Je. The Topsides of \_\_\_\_\_. The Sheer-strakes and Plank-sheers of Je. The Water-ways of \_\_\_\_\_. The Decks of Paint Red & Yellow Pine State of good. The Shifts of the Planking are not less than 4 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 & three between

**Planking Inside.**—The Limber-strakes are composed of 2h Oak the Bilge Planks of 2h Oak. The Ceiling, Lower Hold, of 2h Oak Between Decks of 2h Oak. Shelf Pieces of \_\_\_\_\_ Clamps of Je.

**Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams Sadger & Locking Iron. Number of Breasthooks Four Pointers \_\_\_\_\_ Crutches \_\_\_\_\_. Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Footwaling Iron 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 Holman

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

| She has SAILS.             |                            |          | CABLES, &c.                 |         |                  | ANCHORS, and their weights. |           |  |
|----------------------------|----------------------------|----------|-----------------------------|---------|------------------|-----------------------------|-----------|--|
| N <sup>o</sup> .           |                            | Fathoms. |                             | Inches. | N <sup>o</sup> . |                             |           |  |
| 2                          | Fore Sails,                | 130      | Chain .....                 | 1 1/2   | 2                | Bower,                      | 6 cwt     |  |
| 1                          | Fore Top Sails,            | 70       | Hempen Stream Cable .....   | 5       |                  | Stream,                     | 1 1/2 cwt |  |
| 1                          | Fore Topmast Stay Sails,   | 70       | Hawser .....                | 4       |                  | Kedge,                      | 1-1       |  |
| 1                          | Main Sails,                | 70       | Towlines .....              | 3       |                  |                             |           |  |
| 1                          | <del>Main</del> Top Sails, |          | Warp .....                  |         |                  |                             |           |  |
| and all other mizen sails, |                            |          | All of <u>good</u> quality. |         |                  |                             |           |  |

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

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan new and Rudder good

**General Remarks—Statement and Date of Repairs.**

40 fut Paint Strake  
 100 fut Deck  
 100 Scurvy  
 200 Botts  
 30 fut Topsides  
 10 fut Black Strake, by all Aultho all over  
 and appears in good order, and in my opinion is  
 fit to carry a dry & perishable Cargo

*Be pleased to send me a Certificate of Classification*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A. 1

The Amount of the Fee.....£ : 10 : 0 is received by me,  
*Certificate* 5 : 0  
 Special .....£ : :

*John Holman*

Committee's Minute 31<sup>st</sup> May 1842

Character assigned A. 1



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