

No. 2712 Survey held at Newquay Date 3rd March Rec 10/5/64 2712 1864
 on the Schooner "Urring" Master Jacob Thomas
 Tonnage Old 70 Built at Tratheyn When built 1864 Launched 24 January 1864
 By whom built Davies Brothers Owners Phillips & others
 Port belonging to Newquay Destined Voyage Coasting
 If Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	Feet		Inches		Extreme Breadth Outside	Feet		Inches		Depth of Hold	Feet		Inches	
	75	6	20	2		10	7							
Scantlings of Timber.														
TIMBER AND SPACE	19		18											
Floors	8 1/2	9 1/2	5	7										
1st Footbooks	7	8 1/2	6											
2nd Ditto	6 1/2	7 1/2	5 1/2											
3rd Ditto	5 1/2	6 1/2	4 1/2											
Top Timbers	5 1/2	6 1/2	4 1/2											
Deck Beams, length amidships	19 ft. 3 in.													
Keel	10	11	8	8										
Keelsons	12	13	9	9										
Keelson Bolts through Keel at each Floor														
Keelson Bolts thro' Heels of Timbers against Deadwood														
Outside.														
Garboard Strakes	2 1/4		2											
Garboard to Bilge	2 1/4	4	2											
Bilge Planks	4		2											
Bilge to Wales	2 1/4		2											
Wales	3 1/2		3											
Topsides	2 1/4		2 1/4											
Sheer Strakes	2 1/2		2 1/2											
Plank Sheers	2 1/2		2											
Water-Ways	7 x 7		3 1/2											
Ditto, faying surface against Timbers	4 1/2		3 1/2											
Upper Deck	2 3/4		2 1/2											
Inside.														
Limber Strakes	8 1/2		2 1/2											
Bilge Planks	4		2 1/2											
Ceiling in Flat	2 1/4		1 1/2											
Ditto Bilge to Clamp	2 1/2		1 1/2											
Hold Beam Clamps	2 1/4		1 1/2											
Deck Beam Ditto	2 1/2		2 1/4											
Ceiling 'twixt Decks														
Hold Beam Shelves														
Deck Beam Ditto														

Heel-Knee, & Deadwood abaft	Copper or M. in Ship.	Iron in Ship.	Inches required per Rule.	Transoms and throats of Hooks	Copper or M. in Ship.	Iron in Ship.	Inches required per Rule.	Hold Beam Bolts in	Waterway	Knees	Shelf or Clamp	Deck Beam Bolts in	Waterway	Knees	Shelf or Clamp	Nails or Bolts in Flat of Deck	Treenails
Scarp of Keel, N° 8			1 1/2	Arms of Hooks			1 1/2										
Keelson Bolts through Keel at each Floor			2	Thro' Bilge & Limber Strakes			2										
Bolts thro' Heels of Timbers against Deadwood			5	Thickstuff over Double Floors			5										
			8	Butt End Bolts			8										
			1 1/2	Pintles of the Rudder			1 1/2										

Timbering.—The Space between the Floor Timbers and Lower Footbooks is 16 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.
 The Floors consist of Eng Oak The First Footbooks of Eng Oak
 The Second Footbooks of Eng Oak The Third Footbooks and Top Timbers of Eng Oak
 The Shifts of the First and Second Footbooks are not less than 3 of 6 N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are good
 The Frame is well squared from the First Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared
 The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are all close together; their thickness not less than 3 of the entire moulding at that place.
 The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak
 The Keel is Q. R. Elm The Main Keelson is Eng Oak and free from all defects.
 The Stem, and Stern Post of Eng Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng Oak Deadwood, of Eng Oak and are free from all defects.
 The Deck and Hold Beams of Eng Oak The Breasthooks of Iron The Knees of Eng Oak
Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Q. R. Elm
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Eng Oak
 From the Light Water Mark to the Wales Eng Oak
 The Wales and Black-strakes are Eng Oak The Topsides & Sheer-strakes Eng Oak
 The Spirketting and Plank-sheers Eng Oak The Water-ways { Upper Deck Eng Oak
 Lower Deck Eng Oak
 The Decks Yellow Pine State of good
 The Shifts of the Planking are not less than 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 3 between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Eng Oak
 The Ceiling, Lower Hold, and between Decks Eng Oak Shelf Pieces and Clamps Eng Oak
Fastenings.—To Hold Beams
 Deck Beams Double Lodging knees of Eng Oak in each Beam space
 Number of Breasthooks four Pointers Crutches one
 Butts End Bolts are of Iron in the Bottom, and two Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Eng Oak How Made curved
 Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good
 We certify that the above is a correct description of the several particulars therein given
 Builder's Signature Surveyor's Signature Thomas Douglas
 BR580-284

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 .	Weight.
<u>one</u>	Fore Sails,	150	15/6	2	6.2.0
<u>one</u>	Fore Top Sails,	75	6	<u>good Stock</u>	6.1.0
<u>one</u>	Fore Topmast Stay Sails,	90	5	Stream,	1 2.0.0
<u>one</u>	Main Sails,	90	3	Kedge,	1 1.0.0
<u>one</u>	Main Top Sails,				
	and <u>spare sails</u>				
		All of <u>good</u> quality.			

Her Standing and Running Rigging Heavy sufficient in size and good in quality.

She has one Long Boat and _____

The present state of the Windlass Hand Capstan and Rudder good Pumps two Metal

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	2nd. When the Beams are put in, &c.	3rd. { When completed, and before the plank be painted or payed }
	<u>18 February 1863</u>	<u>18 June 1863</u>	<u>9 February 1864. 2nd March 1864 and other occasions</u>

The scantlings and sizes throughout of this vessel are in excess of Rules.

Testing Certificates produced for Chain Cables tested to 15 Tons and the Power Anchors to 10 1/2 Tons.

The 'Harsing' is a strong little vessel and I am of opinion she may be classed 12 A1.

The delay in transmitting this Report has been caused by the testing certificates for Anchors & Chains not having been earlier produced.

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Single Cotton - When last done _____

I am of opinion this Vessel should be Classed 12 A1

The Amount of the Fee.....£ 1 remitted last quarter is received by me,

Special Fees £ 2 : 2 received at each of the two supplementary surveys and remitted in quarters ending March & June 1863

X Certificate£ 2 : 6
for all purposes
Committee's Minute 7/10th May 1864

Character assigned A1 for 12 Years

Thomas Conydon
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X Capt Phillips
Newbury
Comptrols