

N.C. Order No 11

No. 417 Survey held at Sunderland Date May 13 1857
 on the Barque "Harold" Master Flynn Dutton
 Tonnage 326 Built at Sunderland When built 1850
 By whom built Flynn Dutton & Co Owners Pow & Sawcus
 Port belonging to North Shields Destined Voyage Perice
 If Surveyed Afloat or in Dry Dock during Building

Length aloft	101	Feet. Inches.	Extreme Breadth	26 6	Feet. Inches.	Depth of Hold	17 6	Feet. Inches.
Scantlings of Timber.			Thickness of Plank.					
Room and Space	12 1/4	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	4 1/2	Moulded	11	9 3/4	Keel to Bilge	3	Limber Strakes	4
1st Foothooks	9 1/2	"	8	"	Bilge Planks	4	Bilge Planks	4
2nd Ditto	9	"	7 1/2	"	Bilge to Wales	3 1/4	Ceiling in Flat	2 1/2
3rd Ditto	8 1/2	"	7	"	Wales	4 1/2	Ditto Bilge to Clamp	2 3/4
Top Timbers	8	"	5	"	Topsides	2 3/4	Hold Beam Clamps	4
Deck Beams N° 23	Average Space } 3 1/2 to 4 1/2 ft	"	9	5 3/4	Sheer Strakes	3 1/2	Deck Beam Ditto	3
Hold Beams N° 15	Average Space } 4 to 5	"	11 1/2	9	Plank Sheers	3 1/4	Ceiling 'twixt Decks	2 1/4
Keel	11 1/2	"	10	"	Water-Ways	7 3/4	Hold Beam <u>Shank</u> <u>Setting</u>	4: 3/4
Kelsons	13	"	24	"	Upper Deck	3 1/4	Deck Beam Ditto	"

Size of Bolts in Fastenings, distinguishing whether		Iron.	
Copper or Iron.	Inches.	Copper or Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1 1/8	Bolts thro' the Bilge and Limber Strakes	3/4
Scarpns of Keel N° 8	1/8	Butt End Bolts	1 1/8
Floor Timber Bolts	1	Lower Pintle of the Rudder	3
Kelson ditto	1 1/8		
Transoms and throats of Hooks	1		
Arms of Hooks	7/8		
		Hold Beam	1
		Deck Beam	7/8: 3/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2' 3 Inches. The Space between the Top-timbers is 3' 6 Inches. The Stem, Stern Post, are composed of Eng oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng oak and are free free from all defects.

The Floors and first Foothooks are composed of Eng oak Timber.
 The other Foothooks and Top Timbers of Eng oak
 The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are fair
 The Frame is fairly squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is fairly squared.
 The alternate Frames are all bolted together. to Wales N. B. If not, state how bolted.
 The Butts of the Timbers are all close together; their thickness not less than 1/5 of the entire moulding at that place.
 The Frame is not chocked with no Butt at each end of the chock.
 The Main Kelson is composed of Amer oak and the False Kelson of Amer oak
 The Scarpns of the Kelsons are not less than 6 feet in inches.
 The Deck and Hold Beams are composed of Hettin & Eng oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer Elm
 From the first Foothook Heads to the Light Water Mark of Amer Elm
 From the Light Water Mark to the Wales of Hettin oak
 The Wales and Black-strakes are of Hettin & Sawney oak The Topsides of Sawney oak
 The Sheer-strakes and Plank-sheers of Sawney & Hettin oak The Water-ways of Red Pine & Hettin oak
 The Decks of Eng Pine State of _____
 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 mostly free between

Planking Inside.—The Limber-strakes are composed of Hettin oak the Bilge Planks of Hettin & Amer oak
 The Ceiling, Lower Hold, of Amer & Hettin oak Between Decks of Hettin oak
 Shelf Pieces of _____ Clamps of Hettin oak

Fastenings.—To Hold Beams Iron Lodging Knees, Stripetting Bolted through the Wales and 9 pair of Iron Lodging Knees
 Deck Beams Wopa Lodging Knees and Iron Lodging Knees & of the latter on each side are formed into standards
 Number of Breasthooks six Pointers one pair Iron Crutches two Iron Knees on each side
 Butts End Bolts are of Eng metal in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes are bolted through and clenched. Treennails of Eng oak
 General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature Thos. B. Palmer
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8810-30-0188

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 3/8	3	Bower, 16.2.21. 15.2.0. 15.0.21
1	Fore Top Sails,	85	Hempen Stream Cable	8 1/2	1	Stream, 4.0.16
2	Fore Topmast Stay Sails,	75	Hawser	7/8	1	Kedge, 1.3.20
1	Main Sails,	80	Towlines	6		
2	Main Top Sails,	80	Warp	5 1/2		
and <u>others as usual</u>			All of <u>good</u> quality.			

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

She has one Long Boat and two other boats

The present state of the Windlass is good Capstan Winch and Rudder good Pumps two Metal
patent

General Remarks—Statement and Date of Repairs.

This vessel was regularly surveyed during Building

If sheathed, doubled, Felted, or Coppered _____ When last done _____

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

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Special£ 16 : 6 : 0

Certificate (if required)£ : :

Thos. B. Semey

Committee's Minute 17th May 1845
Character assigned A 1 for S. Semey