

No. 4197 Survey held at Sunderland Date May 13 1887
 on the Barque "Harold" Master Thos. Dutton
 Tonnage 326 Built at Sunderland When built 1850
 By whom built Thos. Dutton Owners Par. & Sawers
 Port belonging to Nath. Shields Destined Voyage Perice
 If Surveyed Afloat or in Dry Dock during Building

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

Size of Bolts in Fastenings, distinguishing whether		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/8				
Scarp of Keel N° 8	1 1/8				
Floor Timber Bolts	1				
Kelson ditto	1 1/8				
Transoms and throats of Hooks	1				
Arms of Hooks	7/8				
Copper or Iron.		Copper or Iron.		Iron.	
Bolts thro' the Bilge and Limber Strakes	3/4				
Butt End Bolts	1 1/8				
Lower Pintle of the Rudder	3				
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 appx 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 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 15.1/2 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 Scarphs 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 Eng Pine

The Shifts of the Planking are not less than 5 Feet in 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 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 Hettin Oak Clamps of Hettin Oak

Fastenings.—To Hold Beams Iron Lodging Knees, Spiketting Bolted through the Wales and 9 pair of Iron Lodging Knees

Deck Beams Wedge 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 Oak 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. Dutton

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	1 5/8	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 others as usual			All of <u>good</u> quality.			

Her Standing and Running Rigging all 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. 1.

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

Wm

Special£ 16 : 6 : 0

Certificate (if required)£ : :

Committee's Minute 17th May 1845

Character assigned A 1 for S. Green
al R



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