

No. 925 Survey held at Rye Date 17th April 1850 1850
on the New Ship not yet named *Harriet* Master *James*
Old Built at Rye When built *1849* Launched *Feb 17 1849*
Tonnage New 178⁵³
By whom built *Mr H. H. & Holmes* Owners *Sam*
Part belonging to *Sam* Destined Voyage *to*
Surveyed while Building, Afloat, or in Dry Dock

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
101	101	101	22	22	22	12	12	12
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE	Feet.	Inches.	TIMBER AND SPACE	Feet.	Inches.	TIMBER AND SPACE	Feet.	Inches.
Floors	22	22	Garboard Strakes	3	3	Limber Strakes	3	3
1 st Foothooks	1 1/2	1 1/2	Garboard to Bilge	3	3	Bilge Planks	3 1/2	3 1/2
2 nd Ditto	1 1/2	1 1/2	Bilge Planks	3 1/2	3 1/2	Ceiling in Flat	3 1/2	3 1/2
3 rd Ditto	1 1/2	1 1/2	Bilge to Wales	3	3	Ditto Bilge to Clamp	3 1/2	3 1/2
Top Timbers	1 1/2	1 1/2	Wales	4	4	Hold Beam Clamps	3	3
Deck Beams	1 1/2	1 1/2	Topsides	3	3	Deck Beam Ditto	3 1/2	3 1/2
Hold Beams	10 1/2	10 1/2	Sheer Strakes	3	3	Ceiling 'twixt Decks	2	2
Keel	11	11	Plank Sheers	3	3	Hold Beam Shelves	none	none
Scarp of Ditto	13	13	Waterways	2 1/2	2 1/2	Deck Beam Ditto	3 1/2	3 1/2
Keelsons	13	13	Ditto, faying surface	5	5			
Scarp of Ditto	13	13	Upper Deck	2 1/2	2 1/2			

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.									
Heel-Knee, and Deadwood abaft	Feet.	Inches.	Transoms and throats of Hooks	Feet.	Inches.	Hold Beam Bolts in	Feet.	Inches.	Waterway ..
Scarp of Keel	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	Knees	3 1/2	3 1/2	Shelf or Clamp
Keelson Bolts through Keel at	1 1/2	1 1/2	Bolts thro' Bilge & Limber Strakes,	3 1/2	3 1/2	Deck Beam Bolts in	3 1/2	3 1/2	Waterway ..
each Floor	1 1/2	1 1/2	or Thickstuff over Double Floors	3 1/2	3 1/2	Knees	3 1/2	3 1/2	Shelf or Clamp
Bolts through Heels of Timbers	1 1/2	1 1/2	Butt End Bolts	3 1/2	3 1/2	Nails or Bolts in Flat of Deck	3 1/2	3 1/2	
against Deadwood	1 1/2	1 1/2	Pintles of the Rudder	2 1/2	2 1/2	Treenails	3 1/2	3 1/2	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of *English oak* The First Foothooks of *English oak*

The Second Foothooks of *English oak* The Third Foothooks and Top Timbers of *English oak*

The Shifts of the First and Second Foothooks are not less than 3 feet 6 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 6 inches

The Frame is *well* squared from the First Foothook Heads upwards, and *well* free from sap, and from thence downwards, the frame is *very 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 *close* together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is *crisp* chocked with *a* Butt at each end of the chock. The Main piece of Rudder is *English oak*

The Main Keelson is *English oak* and *free* from all defects. The Main piece of Windlass is *English oak*

The Stem, and Stern Post, consist of *English oak* The Transoms, Aprons, Knight Heads, and

Hawse Timbers of *English oak* Deadwood, of *English oak*, above 18 inches and are *free* from all defects.

The Deck and Hold Beams consist of *English oak* The Breasthooks of *Iron & English oak* The Knees of *Iron*

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is *Beck and American Elm*

From the above named Height to the Light Water Mark *English oak*

From the Light Water Mark to the Wales *English oak*

The Wales and Black-strakes are *English oak* The Topsides *English oak*

The Sheer-strakes and Plank-sheers *English oak* The Water-ways { Upper Deck *English oak*

The Decks *American Yellow Pine Iron fastened* State of *Good* Lower Deck *none*

The Shifts of the Planking are not less than *Five* Feet *Three* 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 *Three* between, and without step-butt.

Planking Inside.—The Limber-strakes and Bilge-strakes are *English oak*

The Ceiling, Lower Hold, and between Decks *English oak* Shelf Pieces and Clamps *English oak*

Fastenings.—To Hold Beams *Iron lodging knee at the fore and after side*

Deck Beams *Iron Hanging knee to each beam, with Iron lodging knee in each Mast Room*

Number of Breasthooks *Four* Pointers *none* Crutches *Two Iron*

Butts End Bolts are of *Gallow Metal* in the Bottom, and *a* Bolt in each Butt End through and clenched.

Bilge and Limber Strakes *are* bolted through and clenched. Treenails of *English oak* How Made *None*

Thickstuff over Double Floors *are* 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 *James* Surveyor's Signature *James*

Her Masts, _____ condition, and sufficient in size and length.

No.		CABLES, &c.		Fathoms.		Inches.		ANCHORS, and their weights.		No.		Weight.	
2	Fore Sails,	Chain	180	1 1/16	Bower,	3	10.0.14						
2	Fore Top Sails,	Hempen Stream Cable	60	1 1/16			10.0.21						
2	Fore Topmast Stay Sails,	Hawser	90	6	Stream,	1	4.2.0						
1	Main Sails,	Towlines	"	1 1/2									
2	Main Top Sails,	Warp	—	—	Kedge,	1	3.1.0						
and Others		All of <u>Good</u> quality.											

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has *one* Long Boat and *two Others*

The present state of the Windlass is *Patent* Capstan *Double Winch* Rudder *efficient* Pumps *2 Iron*

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	<i>10th Sep^r 1857</i>
	2nd. When the Beams are put in, &c.	<i>13th Jan^y 1858</i>
	3rd. { When completed, and before the plank be painted or payed }	<i>23 Feb^r 1858</i>

The Hull of this Vessel is now finished, the Material and Workmanship of which she is constructed are satisfactory; And I am of opinion that she is worthy of being classed A.1 for Ten Years when the Out Fit is finished

The Amount of my expenses Ten Pounds Ten Shillings
I have debited the office with as I shall not have occasion to visit this Vessel again

E. J. Goble

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

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ 2 : : is received by me,

Special£ 10 : 10 :

Certificate£ : :

Committee's Minute *21st June 1859*

Character assigned *24th June 1859*



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