

No. 84 Survey held at Weyford

Received at Office 10<sup>th</sup> August 1843.

Date June 24<sup>th</sup> 1842

on the Schooner Harmony

Master James Gardner

Tonnage 99 tons Built at Weyford

When built June 24<sup>th</sup> 1842

By whom built Robert Sparrow Owners Robert Sparrow

Port belonging to Weyford

Destined Voyage Liverpool

If Surveyed Afloat or in Dry Dock White Building

Length aloft ..... 67 Feet. 1 Inches. Extreme Breadth ..... 21 Feet. 1 Inches. Depth of Hold ..... 11 Feet. 8 Inches.

**Scantlings of Timber.**

Timber and Space	each	Inches.	Moulded	Inches Middle	Inches Ends
Floors	sided	<u>24</u>	<u>10</u>	<u>13</u>	<u>10</u>
1 <sup>st</sup> Foothooks	"	<u>9</u>	"	<u>10</u>	<u>8</u>
2 <sup>nd</sup> Ditto	"	<u>8 1/2</u>	"	"	<u>7</u>
3 <sup>rd</sup> Ditto	"	"	"	"	"
Top Timbers	"	<u>1 1/2</u>	"	<u>5</u>	"
Deck Beams .... N <sup>o</sup> . of <u>16</u>	"	<u>10</u>	"	<u>10</u>	<u>6 1/2</u>
Hold Beams .... N <sup>o</sup> . of	"	"	"	"	"
Keel <u>in one length</u>	"	<u>10</u>	"	<u>10</u>	<u>10</u>
Kelsons <u>in one length</u>	"	<u>13</u>	"	<u>14</u>	"

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	<u>2 1/2</u>	Foot Waling	<u>3</u>
Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>4</u>
Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/4</u>
Wales	<u>4 1/4</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Topsides	<u>2 1/4</u>	Hold Beam Clamps	"
Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>3</u>
Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Water-Ways	<u>4 1/2</u>	Hold Beam Shelves	"
Upper Deck	<u>2 1/2</u>	Deck Beam Ditto	"

**Size of Bolts in Fastenings.**

Iron.	Copper.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>		
Scarphs of Keel .... N <sup>o</sup> .	"		
Floor Timber Bolts	<u>3/4</u>	Hold Beam	"
Kelson ditto	<u>1 1/8</u>	Deck Beam	<u>3/4</u>
Transoms and throats of Hooks	<u>1 1/8</u>		
Arms of Hooks	<u>3/8</u>		
		same in Iron above the Copper	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of Irish oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of Irish oak and are quite free from all defects.

The Floors and first Foothooks are composed of English oak Timber.

The other Foothooks and Top Timbers of English oak

The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet 6 inches

The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is perfect — free from sap —

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is well chocked with 6 Butt at each end of the chock.

The Main Kelson is composed of Foreign white oak and the False Kelson of none

The Scarphs of the Kelsons are not less than — feet — inches. all in one

The Deck and Hold Beams are composed of Deck beams. Irish oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of American Red pine of good quality

From the Light Water Mark to the Wales of Red pine

The Wales and Black-strakes are of American white oak The Topsides of American white oak

The Sheer-strakes and Plank-sheers of English oak The Water-ways of English oak

The Decks of American Red pine State of well

The Shifts of the Planking are not less than 7 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 — between

**Planking Inside.**—The Limber-strakes are composed of American white oak the Bilge Planks of American white oak

The Ceiling, Lower Hold, of English oak Between Decks of American Red pine

Shelf Pieces of — Clamps of American white oak

**Fastenings.**—To Hold Beams

Deck Beams 3/4 inch bolts with four good oak knees to each beam

Number of Breasthooks Three Pointers — Crutches —

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling 1/8 all bolted through and clenched.

General Quality of Workmanship very good as can be done in any port

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name Robert Sparrow

Surveyor's Name M. Deane



Her Masts, Yards, &c. are in all new 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,	165	Chain .....	1	2	Bower, 8 hundred weight each
1	Fore Top Sails,	76	Hempen Stream Cable .....	6	1	Stream, 3 " " " "
1	Fore Topmast Stay Sails,	76	Hawser .....	2 1/2	1	Kedge, 2 " " " "
1	Main Sails,	-	Towlines .....	-		
-	Main Top Sails,	-	Warp .....	-		
and 16 well found in other sails.			All of <u>good</u> quality.			

Her Standing and Running Rigging all new & quite sufficient in size and good in quality.

She has new all Long Boat and

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

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

This vessel was launched in 1842 but has not been  
spared or fitted out like the present time, she is now  
fitted out, & ready for sea, this vessel belongs to the  
Builder & has been built on speculation—

This vessel is well & faithfully built in every  
part, & is fit to take a cargo of dry & perishable  
goods to any part of the world—

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

I am of opinion this Vessel should be Classed 8 or 9 years

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, L. Deveney  
Special .....£ : :

Committee's Minute 11<sup>th</sup> August 1843

Character assigned A 1 for C Date of 1843



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