

No. 84 Survey held at Weyford  
 on the Schooner Harmony Master James Gardner  
 Tonnage 99 tons Built at Weyford When built June 24th 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

Received at Office 10th August 1843.  
 Date June 24th 1842  
 84  
 See back

Length aloft	67	Feet. Inches.	Extreme Breadth	21	Feet. Inches.	Depth of Hold	11	8	Feet. Inches.
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>						
Timber and Space	each	Inches.	Moulded	Inches Middle	Inches Ends	<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
Floors	sided	24	10	13	10	Keel to Bilge	2 1/2	Foot Waling	3
1st Foothooks	"	9	"	10	8	Bilge Planks	4 1/2	Bilge Planks	4
2nd Ditto	"	8 1/2	"	"	7	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/4
3rd Ditto	"	"	"	"	"	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	7 1/2	"	"	5	Topsides	2 1/4	Hold Beam Clamps	—
Deck Beams N° of 16	"	10	"	10	6 1/2	Sheer Strakes	3	Deck Beam Ditto	3
Hold Beams N° of	"	—	"	—	—	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/2
Keel <u>to one length</u>	"	10	"	10	10	Water-Ways	4 1/2	Hold Beam Shelves	—
Kelsons <u>to one length</u>	"	13	"	14	—	Upper Deck	2 1/2	Deck Beam Ditto	—
<b>Iron</b>			<b>Copper</b>			<b>Size of Bolts in Fastenings.</b>			
Heel-Knee, and Dead Wood abaft	1 1/8	Inches.	<b>Copper.</b>			<b>Iron.</b>			
Scarphs of Keel N°	—		Bolts thro' the Bilge and Foot Waling	3/4	Inches.	Hold Beam	—	Inches.	
Floor Timber Bolts	3/4		Butt End Bolts	5/8		Deck Beam	3/4		
Kelson ditto	1 1/8		Lower Pintle of the Rudder	3		same in Iron above the Copper			
Transoms and throats of Hooks	1 1/8								
Arms of Hooks	7/8								

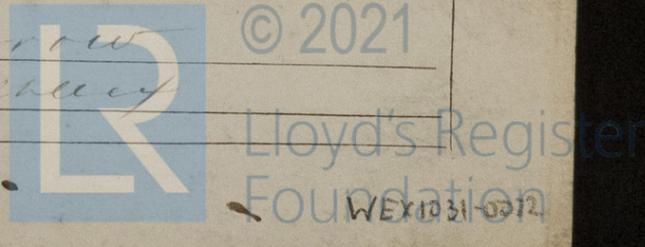
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of B Irish oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of B Irish oak and are quite free from all defects. 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 1/4 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 Fore and Aft 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 Nuts 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 <u>is well found in other sails.</u>			All of <u>good</u> quality.			

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

She has one Long Boat and \_\_\_\_\_

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

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

This vessel was launched in 1842 but has not been spard 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 Build 1843

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