

No. 37 Survey held at Wexford Date April 13th 18 44
on the Schooner Harp Master Capt^l Henry
Tonnage 73 tons Built at Dublin When built December 1842
By whom built Alfred Bencherter & Co Owners John Thomas & Son
Port belonging to Wexford Destined Voyage Glasgow
If Surveyed Afloat or in Dry Dock in Patent Slip

Length aloft	Feet. <u>61</u> Inches.	Extreme Breadth	Feet. <u>17</u> Inches.	Depth of Hold	Feet. <u>8</u> Inches. <u>9</u> inches
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	Inches. <u>7</u>	Moulded	Inches. <u>7</u> Middle <u>6</u> Ends	Outside.	Inside.
Floors.....sided	<u>10</u>			Keel to Bilge	Foot Waling
1 st Foothooks.....	<u>9</u>			Bilge Planks	Bilge Planks
2 nd Ditto.....				Bilge to Wales	Ceiling in Flat
3 rd Ditto.....				Wales	Ditto Bilge to Clamp
Top Timbers	<u>5</u>			Topsides	Hold Beam Clamps
Deck BeamsN ^o . of <u>13</u>	<u>11</u>		<u>8</u> <u>9</u>	Sheer Strakes	Deck Beam Ditto
Hold BeamsN ^o . of			<u>12</u> <u>13</u>	Plank Sheers	Ceiling 'twixt Decks
Keel	<u>13</u>		<u>12</u> <u>12</u>	Water-Ways	Hold Beam Shelves
Kelsons	<u>14</u>		<u>16</u> <u>16</u>	Upper Deck	Deck Beam Ditto
Size of Bolts in Fastenings.					
Copper. <u>Iron</u>	Inches.	Copper. <u>Iron</u>	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	<u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	
Scarphs of Keel.....N ^o . <u>1</u>	<u>3/8</u>	Butt End Bolts	<u>1/2</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>2</u>	same in Iron above the Copper.....	
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>1/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. — The Space between the Top-timbers is 3 Inches. — The Stem, Stern Post, are composed of American Oak — the Transoms, Aprons, Knight Heads, Hawse Timbers, of Hackmatack — and are quite free from all defects.

The Floors and first Foothooks are composed of Black Birch of Quality Good — Timber.

The other Foothooks and Top Timbers of Hackmatack — of good Quality —

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

The rest of the Shifts of the Frame are appear to be well squared as well as can be seen —

The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is appears well squared in every part that can be seen —

The alternate Frames are — bolted together. — N. B. If not, state how bolted. Can not be seen —

The Butts of the Timbers are appear close together; their thickness not less than — of the entire moulding at that place.

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

The Main Kelson is composed of American Oak — and the False Kelson of of Oak —

The Scarphs of the Kelsons are not less than 6 feet — inches. well fastened —

The Deck and Hold Beams are composed of Deck beams are American white 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 Elm —

From the Light Water Mark to the Wales of American Elm —

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

The Sheer-strakes and Plank-sheers of American white oak — The Water-ways of yellow pine —

The Decks of yellow pine — State of all quite new —

The Shifts of the Planking are not less than 4 Feet 1/2 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. Generally good The Planking is wrought — between

Planking Inside.—The Limber-strakes are composed of American Elm — the Bilge Planks of American Elm —

The Ceiling, Lower Hold, of American Elm — Between Decks of American Elm —

Shelf Pieces of American Oak — Clamps of American Oak —

Fastenings. — Deck beams four pieces to each beam of Hackmatack well fastened —

Deck Beams

Number of Breasthooks Three — Pointers — — Crutches — —

Butts End Bolts are of half inch — in the Bottom, and 2 inch Bolt in each Butt End through and clenched.

Bilge and Footwaling half inch wide bolted through and clenched.

General Quality of Workmanship appear to be very good all through the ship —

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

Builder's Name

Surveyor's Name A. Deane

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,	120	Chain	1/2	2	Bower,
1	Fore Top Sails,	70	Hempen Stream Cable	1	1	Stream, <i>all of proper size</i>
2	Fore Topmast Stay Sails,	80	Hawser	3	1	Kedge, <i>all new</i>
1	Main Sails,	80	Towlines	3/4		
	Main Top Sails,	—	Warp	—		
	and <i>is well furnished in other</i>		All of <u>good</u> quality.			
	<i>Sails —</i>					

Her Standing and Running Rigging All new and sufficient in size and Good in quality.

She has One good Boat—Long Boat and —

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

General Remarks—Statement and Date of Repairs.

This vessel has just been brought in to this port having been here for sale the last twelve months, she has been put on the patent slips, & has been all treated anew all over with English oak treenails, re-fastened all over & caulked all over, & well secured in every part, two new fore mast—of red pine & fitted with every thing that is required for a vessel of her size, & is a very good vessel in every part, & is fit to take a cargo of dry & perishable goods to any part of the world

This is the strongest built, Mexican, vessel has ever come to this port, and is intended for the coasting trade

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

I am of opinion this Vessel should be Classed at least five years

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, Mr. Debenham, Surveyor
Special£ : :

Committee's Minute 23rd April 1844

Character assigned A 1 for 5 years



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