

No. 145 Survey held at Wesford Date June 18th 1843  
on the Schooner - Harp Master W. Conn  
Tonnage 154 Built at Farmouth N.C. When built December 1841  
By whom built \_\_\_\_\_ Owners Mr J. S. Surrall  
Port belonging to Farmouth N.C. Destined Voyage Gardiff  
If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet. 75	Inches.	Extreme Breadth	Feet. 19	Inches.	Depth of Hold	Feet. 12	Inches.
Scantlings of Timber.				Thickness of Plank.				
Room and Space	24	Inches.	Moulded	8	Inches.	Outside.	Inside.	Inches.
Floors	11	sided	8	8	Keel to Bilge	3	Limber Strakes	3
1st Foothooks	10	"	8	8	Bilge Planks	3	Bilge Planks	5
2nd Ditto	"	"	"	"	Bilge to Wales	3	Ceiling in Flat	2 1/4
3rd Ditto	"	"	"	"	Wales	5	Ditto Bilge to Clamp	2 1/2
Top Timbers	8	"	8	8	Topsides	3	Hold Beam Clamps	1 1/2
Deck Beams No. 1	10	"	10	10	Sheer Strakes	4	Deck Beam Ditto	1 1/2
Hold Beams No. 1	"	"	"	"	Plank Sheers	4	Ceiling 'twixt Decks	2 1/2
Keel	"	"	"	"	Water-Ways	6	Hold Beam Shelves	1 1/2
Kelsons	12	"	11	11	Upper Deck	2 1/2	Deck Beam Ditto	1 1/2

Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	1	Hold Beam	3/4
Scarp of Keel	Nº.	Deck Beam	1/2
Floor Timber Bolts	1		
Kelson ditto	1		
Transoms and throats of Hooks	1		
Arms of Hooks	3/4		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 14 Inches. The Space between the Top-timbers is 13 Inches. The Stem, Stern Post, are composed of Black birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce and are quite free from all defects. The Floors and first Foothooks are composed of Birch & Spruce Timber. The other Foothooks and Top Timbers of Spruce & some Hackmatack. 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 \_\_\_\_\_. The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_. The alternate Frames are \_\_\_\_\_ bolted together. N. B. If not, state how bolted. The Butts of the Timbers are \_\_\_\_\_ 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 Black birch and the False Kelson of Black birch. The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of Deck beams & Decks of Spruce.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of \_\_\_\_\_. From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_ Spruce. From the Light Water Mark to the Wales of \_\_\_\_\_ Spruce. The Wales and Black-strakes are of \_\_\_\_\_ Spruce. The Topsides of \_\_\_\_\_ Spruce. The Sheer-strakes and Plank-sheers of \_\_\_\_\_ Spruce. The Water-ways of \_\_\_\_\_ Spruce. The Decks of \_\_\_\_\_ Spruce. State of very good. The Shifts of the Planking are not less than 6 1/2 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 \_\_\_\_\_ the Bilge Planks of Birch.

**Planking Inside.**—The Limber-strakes are composed of Birch. Between Decks of Spruce. The Ceiling, Lower Hold, of Spruce. Shelf Pieces of Spruce. Clamps of Spruce.

**Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams House good Spruce placed to each beam well bolted 3/4 bolts - with a least 1 bolt in each Run. Number of Breasthooks 3 Spruce Pointers 2 Birch Crutches 2 Birch. Butts End Bolts are of 1/2 Rm in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched. Bilge and Limber Strakes 3/4 Rm bolted through and clenched. Treenails of Hackmatack. General Quality of Workmanship as good as the generality of American vessels.

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

Builder's Signature \_\_\_\_\_

Surveyor's Signature \_\_\_\_\_



Her Masts, Yards, &c. are in good 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> .	
/	Fore Sails,	120	Chain .....	1	2	Bower,
/	Fore Top Sails,	90	Hempen Stream Cable .....	6 1/2	1	Stream,
/	Fore Topmast Stay Sails,		Hawser .....	—	—	Kedge,
/	Main Sails,		Towlines .....	—		
/	Main Top Sails,		Warp .....	—		
and <u>no spare Sails</u> ,			All of <u>good</u> quality.			

Her Standing and Running Rigging Complete sufficient in size and good in quality.

She has two good boats Long Boat and if fully equipped with stores

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

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

*This vessel is remarkable strong & very well  
fastened in every part, & I consider her fit  
to take a cargo of any & 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 A 1 for at least 11 years

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, M. Devereux

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 19<sup>th</sup> June 1849

Character assigned A 1



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