

# WOOD SHIP.

BOX CASE  
(Received at London Office)

**29**  
 Date, first Survey *October 27<sup>th</sup> 1891* Last Survey *January 17<sup>th</sup> 1892*  
 Built at *Galatock* Master *W. Hopper*  
 By whom built *J. Goss* Owners *C. B. Hamley & Son*  
 Port belonging to *PLYMOUTH* Residence *Halwell Street, PLYMOUTH*  
 If Surveyed while Building, Afloat, or in Dry Dock *While Building & Afloat* Destined Voyage *London*

Name of Timber.	Feet.		Inches.		Feet.		Inches.	
	Side.	Middle.	Ends.	Side.	Middle.	Ends.	Side.	Middle.
Extreme Breadth Outside ..	0	19	19	20	5	9	4	9
Depth of Hold ..								
Number of Decks ..								

  

Name of Timber.	Feet.		Inches.	
	Side.	Middle.	Ends.	Side.
Garboard Strakes...	7 1/2	8	7 1/2	7 1/2
Garboard to Bilge ..	6 3/8	8	7	6 1/2
Bilge Planks .....	6 1/4	7	5 3/4	6
Bilge to Wales .....	5 1/4	6 1/2	5 3/4	5 3/4
Wales .....	5	5 1/4	5	5 1/4
Topsides .....	7 1/2	8	7 1/2	7 1/2
Sheer Strakes .....	7 1/2	8	7 1/2	7 1/2
Plank Sheers .....	9 x 12			9 x 9
Water Upper Deck	4 x 9			4 x 9
Ways Lower Deck	10 x 11			10 x 10
Ditto, faying surface against Timbers ...	4 x 8			4 x 8
Upper Deck .....				

Name of Fastening.	Copper or YM in Ship.		Iron in Ship.		Inches required per Rule.	
	Side.	Middle.	Ends.	Side.	Middle.	Ends.
Knee, & Deadw'd abaft	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Sho's of Keel, N°	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
son Bolts through Keel	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
each Floor .....	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
thru' Heels of Timbers	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
inst Deadwood .....	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
e Bolts .....	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8

**Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.**

Transoms and throats of Hooks  
 Arms of Hooks .....

**Being.**—The Space between the Floor Timbers and Lower Foothooks is *5* Inches. The Space between the Top-Timbers is *7 1/2* Inches.

The First 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 *3-6*  
 The rest of the Shifts of the Frame are *the same*

The Frame is *well* squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is *same*

The Frames are *all* bolted together to the Gunwale.  
 N.B. If not, state how bolted

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

The Frame is *cross* chocked with *2* Butt at each end of the chock.

The Topsides & Sheer-strakes *English Oak*  
 The Water-ways { Upper Deck *English Oak*  
 Lower Deck *English Oak*

**Planking Outside.**—From the top of the Keel to two-fifths the depth of Hold, the Plank is *English Oak*

The Planking is wrought *3 to 5* between, and without step-butting.

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

**Hold Beams.**—To Hold Beams *English Oak*

Let into clamp and secured to sides with five pairs of iron bolts, and lashing and locking lines fall fore and aft, and secured on rings of the same metal.

Pointers *one*  
 Crutches *one*  
 Bolts in each Butt End *one* through and clenched.  
 Treenails of *English Oak* How Made *Moulded*  
 General Quality of Workmanship *Very Good*

We certify that the above is a correct description of the several particulars therein given.  
 Builder's Signature *J. Goss*  
 Surveyor's Signature *H. W. Williams*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

1000 (1891)

1016126-015138-000



BOX CASE

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS. N <sup>o</sup> .
Fore Sails,	Chain	120	1 3/16	79	12 1/16	Tipton 12454	Bower Anchors 1 5.0
Fore Top Sails,	Iron Stream Chain	45	9/16	7 1/2	15 9/16	Tipton 12454	1 4.0-21
Fore Topmast Stay Sails,	Ditto Ditto					Tipton 22475	9.1.11
Main Sails,	Hempen Strm Cable						
Main Top Sails, and quality	Hawser	75	7	5 1/2			Stream Anchor 1 2.0.0 4.10.0.0.1
	Towlines	70	1 1/2	9	3		Kedge .... 1 1.0.0
	Warp	75	3/4				2nd Kedge.
	good	80	2 1/2				

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.  
 Her Standing and Running Rigging is 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 Pumps Good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?  
*two scuppers ports 10 3/4 x 11, three holes each side in gangway 2 1/2" and a 1" hole as*

Cargo Hatchways.—How formed? Joamingo + Headledges State size 24' 2" x 7' 4" x 8 1/2" high  
 If of extraordinary size, state how framed and secured? Supported by four pairs of hanging bars, also  
 What arrangement for shifting beams? being carried out and secured to coaming.

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 24' 2" x 7' 4"

Order for Special Survey, No. <u>118</u>	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>From October 27<sup>th</sup> 1891 to January 1892</u>
Date <u>October 27 1891</u>		2nd. When the Beams are put in, &c.	
Order for Ordinary Survey, No. <u>1</u>	3rd. When completed, and before the plank be painted or payed	<u>15 visits</u>	
Date			

No. 4 in Builder's Yard.  
**General Remarks.** *This vessel has been built under Special Survey in accordance with your letter of November 2<sup>nd</sup> 1891 and to my entire satisfaction.*

*The material used is of good quality; the workmanship of a superior description and the fittings additional, (all iron work being galvanized).*

*The vessel has been sailed in accordance with Section 37 of the Rules, with the exception of the beams and air courses have been made.*

*This vessel is in my opinion eligible for the favorable consideration of the Committee to be classed A-1 for 13 years (the equipment being over the Rule requirements)*  
 12 years Table A  
 1 year for Spalling  
13 years A-1

Present condition of Caulking of Bottom Good Deck, Good and Waterways  
 If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled No When last done

I am of opinion this Vessel should be Classed 13 years A-1  
 The Amount of the Entry Fee .. ..£ 1 : 0 : 0 received by me,  
 Special .. ..£ 4 : 2 : 0 20/11 (1893)  
 (To be sent as per margin). Certificate .. .. :

H. W. Wilkin  
 Surveyor to Lloyd's Register of British and Foreign Ships

Committee's Minute TUES. 24 JAN 1893

FULL CERTIFICATE WRITTEN

Character assigned 13 A 1  
Larce Sailed + GIB  
White Ply. 10th



Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)