

No. 21 Survey held at Bremerhaven Date, first Survey 18th May Last Survey 18th June 1877

on the Spanish Barque "Luz" Master B. Moreno

TONNAGE under Tonnage Deck 271.42
Ditto of Spar Deck, or Avoing Deck
Ditto of Poop, or Raised Or. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 300.23
Crew Space, as per Rule
Register Tonnage, cut on Beam 294.40
Engine Room
Register Tonnage, as a Steamer, cut on the Beam

Built at Viareggio When built 1870. Launched Novr. 1870

By whom built José Ron Owners Alejandro Arias

Port belonging to Aviles (Spain) Destined Voyage Cuba via Spain

If Surveyed while Building, Afloat, or in Dry Dock of Messrs. J. C. Teeklenborg

Length as per section 39	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Number of Decks
Length of Keel	113	6	27	6	15	5			2
		Sided.	IN SHIP. Moulded.	REQUIRED PER RULE. Moulded.					2
Extreme Breadth Outside		Middle.	Ends.	Middle.	Ends.				
Scantlings of Timber.									
TIMBER AND SPACE	19 1/2								
Floors									
1st Foothooks									
2nd Ditto									
3rd Ditto									
Top Timbers									
Deck } No									
Beams } Average Space									
Deck Beams, length amidships									
Hold } No									
Beams } Average Space									
Hold Beams, length amidships									
Keel									
Scarphs of Ditto									
Keelsons									
Scarphs of Ditto									

Outside Plank.	INCHES.	
	In Ship.	Required per Rule.
Garboard Strakes	10 x 4	
Garboard to Bilge	3	
Bilge Planks	4 1/2	
Bilge to Wales	3	
Wales	4	
Topsides	4	
Sheer Strakes	4	
Plank Sheers	4	
Water } Upper Deck	13 x 8 1/2	
Ways } Lower Deck		
Ditto, faying surface against Timbers		
Upper Deck	2 1/2	

Dimensions of Ship per Register.			
	length	breadth	depth
	34.48	8.44	4.15
Inside Plank.			
	In Ship.	Required per Rule.	
Limber Strakes	3		
Bilge Planks	7		
Ceiling in Flat	3		
Ditto Bilge to Clamp	3		
Hold Beam Clamps	6 1/2 x 4		
Deck Beam Ditto	6 1/2 x 4		
Ceiling 'twixt Decks	3		
Hold Beam Shelves			
Deck Beam Ditto			

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

Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Deadw'd abaft			Transoms and throats of Hooks			Hold Beam } Waterway ..		
Scarphs of Keel, N°.			Arms of Hooks.....			Bolts in } Knees		
Keelson Bolts through Keel			Thro' Bilge and Limber Strakes			Shelf or Clamp		
at each Floor			Thickstuff over Double Floors ..			Deck Beam } Waterway ..		
Bolts thro' Heels of Timbers			Butt End Bolts.....			Bolts in } Knees		
against Deadwood			Short Bolts in Ceiling			Shelf or Clamp		
Frame Bolts.....			Pintles of the Rudder			Nails or Bolts in Flat of Deck		
						Treenails 1 1/4" Inches		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is _____ Inches. The Space between the Top-Timbers is _____ Inches.

The Floors consist of Spanish Oak The First Foothooks of Sp Oak

The Second Foothooks of Sp Oak The Third Foothooks and Top Timbers of Sp Oak & those reserved of Germ. Oak

The Main Keelson is Sp Oak and free from all defects. The Shifts of the First and Second Foothooks are not less than _____

(The Rider Keelson is Sp Oak) N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of Sp Oak ditto. The rest of the Shifts of the Frame are _____

Deadwood, of Sp Oak and ditto. The Frame is well squared from First Foothook Heads upwards,

The Stem, and Stern Post of Sp Oak ditto. and free from sap, and from thence downwards, the frame is square

The Deck and Hold Beams of Sp Oak The Frames are bolted together to the Gunwale.

Breasthooks of Sp Oak (a new one of Germ. Oak.) Knees of Iron N.B. If not, state how bolted

The Main piece of Rudder of Sp Oak Windlass of Sp Oak The Butts of the Timbers are close together; their thickness not

(The Keel of Sp Oak) less than _____ of the entire moulding at that place.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Spanish Oak & Elm as pr. section The Frame is chocked with Butt at each end of the chock.

From the above named height to the Wales Sp Oak

The Wales and Black-strakes Sp Oak & Germ. Oak The Topsides & Sheer-strakes Topsides Pitch Pine Sheerstrakes Germ. Oak

The Spirketting and Plank-sheers Sp Oak The Water-ways Upper Deck Sp Oak

The Decks Yellow Pine State of Good Lower Deck

The Shifts of the Planking are not less than good 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 three or more between, and without step-buttting.

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

The Ceiling, Lower Hold, and between Decks Sp Oak Shelf Pieces and Clamps Sp Oak

Fastenings.—To Hold Beams 1 Iron Knee Rider & Iron Straps to each beam as pr. section

Deck Beams 1 Iron Hanging Knee & Iron Straps to each beam as pr. section

Number of Breasthooks 4 Pointers 2 Crutches 2

Butt End Bolts are of yellow metal in the Bottom 2 Bolts in each Butt End one short & one through and clenched.

Bilge and Limber Strakes yellow metal bolted through and clenched. Treenails of Sp Oak & Laurel How Made Turned

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature _____ Surveyor's Signature _____

Surveyor to Lloyd's Register of British and Foreign Shipping.

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
		Chain	180	1 1/4		175 fms		Bowers	3	1 abt. 18 cwt		10	
	Fore Sails,	I have seen Certificate for 90 fathoms of Chain Cable signed by Haslam, Liverpool 25th July 1870. The other Certificate for 90 fms. is to have been.											
	Fore Top Sails,	Hmpn Strm Cbl.	90	3/4		90 fms		Certificates are not in hands of Capt.		1 of 15 1/2 "		10	
	Fore Topmast Stay Sails,	Hawser	90	9 1/2 (new)		90 fms				1 of 11 "		8 1/2 "	
	Main Sails,	Towlines	60	9 1/2 (old)		" 5 "		Stream		1 of 5 cwt		4 3/4	
	Main Top Sails,	Warp	90	6 (new)				Kedges		1 of 14 "		2 1/4	
		All of good Quality								1 of 1 1/4 "		1	

Her Standing and Running Rigg'g is sufficient in size and good in quality. She has 1 Long Boat and 2 others

The present state of the Windlass is good Capstan good 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?

Slaps in Bulwarks

Cargo Hatchways.—How formed? Oak Beaming State size Ordinary Size

If of extraordinary size, state how framed and secured? —

What arrangement for shifting beams? None

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 7 ft x 6 ft.

Order for Special Survey, No. DATES of Surveys held while building, as per Section 35. 1st. When the Frame is completed 2nd. When the Beams are put in, &c. 3rd. When completed, and before the plank be painted or payed }
Date
Order for Ordinary Survey, No. Date
No. in Builder's Yard.

General Remarks. This Vessel has undergone S.S. No 2, Section 54, viz:

The ship placed in Dry Dock. Keel & Bottom examined & found good. All Metal sheathing entirely stripped off the bottom & elsewhere. — All outside planking from light Watermark upwards, including plank sheers & Waterways either removed or scraped bright. — Hold cleared, staves made, air courses & limbers cleared. — The Condition of the timbers of the frame ascertained by the removal of the upper 10 strokes of planking right fore & aft on each side. — Greenails & Bolts driven out as per rule & found good. — Middle Bolts of Yellow Metal. — New listings 14" wide cut out of ceiling in range of floor heads & found timbers good. — Planking removed outside at each end of the ship in range of floor heads & found timbers good. — The Condition of the upper deck beam ends has, through the removal of outside planking & defective timbers, been ascertained and found good, but the stroke of deck next the Waterways has not been removed. —

Lower Deck beams tested by boxing & sounding & found good. Yellow metal bolts tested, condition of oakum & caulking ascertained & found good. Windlass unrigged & stripped & found good. Anchors, Cables & General Equipment examined & found good. —

Defects: Found Dry Rot in the upper works; planking removed & renewed all Stern timbers with Germ. Oak; found 51 defective top timbers on starboard side & 47 on port side, which have been renewed of Germ. Oak. — The upper 10 strokes of planking renewed with Germ. Oak & Pitch Pine, efficiently bolting same with a through bolt & a short one in each frame. — Chain & Preventer Bolts & Knee Bolts driven out & renewed; A new Breesthook fitted, Defects in Inner Stem made good, New False Keel fitted. —

Present condition of Caulking of Bottom good Deck, good and Waterways good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled up to 13 ft 6" H.L. When last done None

I am of opinion this Vessel should be Classed A1 for 5 years from 1870 & be continued A1 for 5 years from 1878

The Amount of the Entry Fee £ 4 : 0 : 0 received by me, }
Special £ 10 : 0 : 0 19th June 1878 }
Certificate 5 : 0 : 0

(Travelling Expenses, if any, \$)

Committee's Minute 22nd June 1878

Character assigned A1 for 5 yrs

Courts BA from 1878
DBW
Pop 77

BHN1108-0023-R