

WOOD SHIP.

2048

WEDNESDAY 25 JUNE 1884

No. 2048 Survey held at Barnstaple Date, first Survey 6th October 1883 Last Survey 24th June 1884
on the 3 masted, Barquentine, "Stosina" Master StaffordTONNAGE under Tonnage Deck 193.43
Ditto of Spar Deck, or Avoing Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 193.85
Crew Space, as per Rule
Register Tonnage, out on Beam 185.30
Engine Room
Register Tonnage, as a Steamer, cut on the Beam

Built at Barnstaple When built 1884 Launched 26 May

By whom built W. Westacott Owners Goodridge & Son

Port belonging to St. Johns. N.B. L. R. Destined Voyage St. Johns.

If Surveyed while Building, Afloat, or in Dry Dock Specially while Building

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	108	0	20 1/2	20 1/2	0 1/2	12	0	0	One
Scantlings of Timber.									
TIMBER AND SPACE.									
Floors	8 1/2 x 8 1/2	10 1/2	8	8	0	1 1/2			
1 st Foothooks	4 1/2 x 7 1/2	8	1 1/4	4	1	6 1/2			
2 nd Ditto	7	7	6 1/2	6 1/2	6 1/2	6			
3 rd Ditto	6 1/2	6	5 1/4	6	6	5 1/2			
Top Timbers	6 1/2	6	5 1/4	6	5 1/2	4 3/4			
Deck Beams	N ^o 22 Average Space 4 ft.	8 1/2	9	6 1/4	0	6 1/2			
Deck Beams, length amidships			22 feet						
Hold Beams	N ^o Average Space								
Hold Beams, length amidships									
Keel	11	12 1/2	13 1/2	20	10	10			
Scarp of Ditto	5 1/2	3			15	6			
Keelsons	12 1/4	18	17 1/8	11	11				
Scarp of Ditto	6 ft.			5 ft.					
Outside Plank.									
Garboard Strakes	2 1/2	2 1/2							
Garboard to Bilge	2 1/2	2 1/2							
Bilge Planks	4 1/2	2 1/2							
Bilge to Wales	2 3/4	2 1/2							
Wales	4 1/2	4							
Topsides	3 1/2	3							
Sheer Strakes	3 1/2	3							
Plank Sheers	2 1/2	2 1/2							
Water Upper Deck	7 1/2 x 11	7 1/2							
Ways Lower Deck									
Ditto, faying surface against Timbers									
Upper Deck	3 1/2	2 1/2							
Inside Plank.									
Limber Strakes	3 3/4	3 1/2							
Bilge Planks	4	3 1/2							
Ceiling in Flat	2 1/4	2							
Ditto Bilge to Clamp	2 1/4	2							
Hold Beam Clamps									
Deck Beam Ditto	2 1/2	2 1/2							
Ceiling 'twixt Decks	2 1/4	2							
Hold Beam Shelves									
Deck Beam Ditto	3 1/2 x 2 1/2	2 1/2							

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	1	1	Transoms and throats of Hooks	1 1/8	1 1/8	Hold Beam		
Scarp of Keel, N ^o 4	3/4	1 1/4	Arms of Hooks	3/4	1 1/4	Bolts in		
Keelson Bolts through Keel			Thro' Bilge and Limber Strakes	9/8	5/8	Waterway		
at each Floor	7/8	1 1/4	Thickstuff over Double Floors	5/8	5/8	Knees		
Bolts thro' Heels of Timbers			Butt End Bolts	5/8	5/8	Shelf or Clamp		
against Deadwood	1 1/6	1 1/6	Short Bolts in Ceiling	9/8	5/8	Deck Beam		
Frame Bolts	9/8	5/8	Pintles of the Rudder	3 1/2	3 1/2	Bolts in		
						Waterway		
						Knees		
						Shelf or Clamp		
						Nails or Bolts in Flat of Deck		
						Treenails		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 to 3 Inches. The Space between the Top-Timbers is 3 to 5 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Main Keelson is Pitch Pine and quite free from all defects. The Shifts of the First and Second Foothooks are not less than 1/6

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

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

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

The Stem, and Stern Post of English Oak ditto. and quite free from sap, and from thence downwards, the frame is squared

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

Breasthooks of Iron Knees of Iron N.B. If not, state how bolted

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

(The Keel of Oak & E. Elm) less than 1/3 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 English Elm

From the above named height to the Wales Pitch Pine

The Wales and Black-strakes Pitch Pine The Topsides & Sheer-strakes English Oak

The Spiketting and Plank-sheers English Oak The Water-ways Upper Deck E. Oak and P. Pine

The Decks Yellow Pine State of very good Lower Deck

The Shifts of the Planking are not less than 6 Feet 0 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 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine Shelf Pieces and Clamps English Oak & P. Pine

The Ceiling, Lower Hold, and between Decks Pitch Pine

Fastenings.—To Hold Beams

Deck Beams Hanging iron knees to beam arms, and 6 pairs of iron knee riders. Extending down to take two bolts in the floors, and loading knees in the Mast rooms.

Number of Breasthooks Three Pointers Iron two Crutches One

Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes G. Iron bolted through and clenched. Treenails of English Oak How Made Mooted

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

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

Builder's Signature William Westacott Surveyor's Signature Charles Pittcock

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

Complete list of two spare sails

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntd.
Fore Sails,	Chain	166.1	1	2.0.0	1	St. Albans	Bower Anch'rs	2	7-1-2	9-11.2-7	14 1/2 cwt	St. Albans
Fore Top Sails,	Iron Str'm Chain	45	9/16	3.15.00	9/16	" "					17603	St. Albans
Fore Topmast Stay Sails,	Ditto do.											
Main Sails,	Hmpn Strm Cbl.				4 1/2	St. Albans	Stream	1	2.0.18	4-15.00	24 cwt	St. Albans
Main Top Sails,	Hawser	140	4		90-4		Kedge	1	1-1-11		1 cwt	
and good quality	Towlines	90	7		75.6 1/2		Ditto					
	Warp	40	3									

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.
Her Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has 1 Long Boat and one other
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?
Two large ports on each side.

Cargo Hatchways.—How formed? Commons & Headways State size 3-7 by 3-5
If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Yes Main Hatchways.—State size 8-9 by 9-0
Hatches, themselves, whether strong and efficient? Yes

Order for Special Survey, No. <u>6</u>	DATES of Surveys	1st. When the Frame is completed	<u>1883, October 6, 19, 26, Nov. 2, 9, 16, 23, 30,</u>
Date <u>12 Decr 1883</u>	held while build-	2nd. When the Beams are put in, &c.	<u>Decr 7, 14, 21, 28, 1884, Jan 4, 11, 18, 25,</u>
Order for Ordinary Survey, No. <u>15</u>	ing, as per Section	3rd. When completed, and before the	<u>Beams 1, 8, 15, 22, 29, March 7, 14, 21, 28,</u>
Date <u>15 Decr 1883</u>	35.	plank be painted or payed,	<u>April 4, 18, 25, May 2, 9, 16, 23, June 11, 18, 24,</u>
No. <u>15</u> in Builder's Yard.			

General Remarks. This vessel has a very good frame of English Oak, well squared, and free from sap. Has been built with mixed material, and planked outside, and inside, with plank of the thickness (in some cases thicker) and description, as marked on the Midship section. Has an iron knee to every beam end, and chains of iron knee riders, extending down to take 2 bolts in the floor.

The vessel has been salted except the beams, in accordance with the Rule Section 37.

The Chains and Anchors from Certificates produced, have been tested to the required strains as stated above.

The breaking strain, applied to 3 links cut out of each 15 fathoms of 1st shank link, was 20 tons, and to 3 links cut out of each 15 fathoms of 9/16 shank link, was 7 1/2 tons. Two pieces have been cut out of the bottom plank on each side and the caulking found good.

I am of opinion this vessel merits the favourable consideration of the Committee to class as recommended below viz: 14 years. A.1, as submitted in the Sketch of Midship section, herewith enclosed.

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled on belt When last done June 1884

I am of opinion this Vessel should be Classed 14 years A.1,

The Amount of the Entry Fee £ 1 : 0 : 0 received by me, Chas. Pitt & Co,
Special £ 9 : 14 : 0 15 June 1884
Certificate : 2 : 6
Travelling Expenses, if any, £ 5.2.0
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 27 JUNE 1884 18

Character assigned A 1 for 14 yrs
90124 (Mab)
CE Salt

