

WOOD SHIP.

(25-65)

No. 218 Survey held at *Cleare House* Date, First Survey *April 17* Last Survey *June 24* 1896
on the *Wood Lane and aff Schooner Harney* Master *Capt O'Brien*Official Number 6689
TONNAGE under Tonnage Deck *131.03*
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on deck
Ditto of Forecastle
Gross Tonnage *131.03*
Crew Space, as per Rule
Register Tonnage, cut on Beam *110 90/100*
Engine Room
Register Tonnage, as a Steamer, cut on the BeamBuilt at *New Brunswick* When built *1873* Launched
By whom built *Mr Brewster* Owners *Mr McConery & Son*
Port belonging to *San Juan* Destined Voyage *Cardiff*
If Surveyed while Building, Afloat, or in Dry Dock *Grid Iron*

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.
Length as per Section 39	96	0	Extreme Breadth Outside...	26	1	Depth of Hold	8	1 1/2
Length of Keel	88	6	Round of Beam	2 1/2		Depth from limber-strakes to under side of lower deck beam	8	1 1/2
						Depth, Moulded	10	1 1/2

SCANTLINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.
	SIDED.	MOULDED.		SIDED.	MOULDED.			In Ship.	Per Rule, or as Approved.	
		Middle.	Ends.		Middle.	Ends.				
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Ins.	Ins.	
TIMBER AND SPACE	24			19			Garboard Strakes	3 1/4	2 1/4	Length 96 breadth 26 1/2 depth 8 1/2
Floors	11	10 1/2		7 1/2	8 1/2	7	Garboard to Bilge	3 1/4	2 1/4	THICKNESS.
1st Foothooks	11	10 1/2	9	6 1/2	8 1/2	6 1/2	Bilge Planks	3 1/2	2 1/2	
2nd Ditto	10	8 1/2	8 1/2	6	6	6 1/2	Bilge to Wales	3 1/2	2 1/4	Per Rule or as Approved.
3rd Ditto	9 1/2	8 1/2	7 1/2	5 1/4	6 1/4	4 1/2	Wales	3 1/2	3 1/2	
Top Timbers	9 1/2	8	7 1/2	5 1/4	5 1/2	4 1/2	Topsides	3 1/2	2 1/2	Ins.
Deck Beams } No 15 Average Space } 5-0 with 2 1/2" Beam				8 1/2	8 1/2	7	Sheer Strakes	3 1/2	2 1/2	
Deck Beams, length amidships	24	9 1/2	10	9			Plank Sheers	3 1/4	2 1/4	Bilge Planks
Hold Beams } No Average Space }							Water } Upper Deck...	8 1/2	5 1/2	
Hold Beams, length amidships	12	12	-	9	10		Ways } Lower Deck...			Ditto Bilge to Clamp ..
Keel	12	12	-	9	10		Ditto, faying surface against Timbers			
Scarp of Ditto	6-0			4	3		Upper deck	3 1/4	2 1/2	Deck Beam Ditto
Keelsons	13	15		10	10					
Scarp of Ditto	5-0			4	3					Hold Beam Shelves

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

Copper or YM in Ship.	Iron in Ship.	Size required per Rule.	Copper or YM in Ship.	Iron in Ship.	Size required per Rule.	Copper or YM in Ship.	Iron in Ship.	Size required per Rule.
Heel-Knee, and Deadwood abaft...	1	1 1/2	Transoms and throats of Hooks...	7	1 1/2	Hold Beam		
Scarp of Keel, No.	1/4	1/4	Arms of Hooks	7	1 1/2	Waterway		
Keelson Bolts through Keel at each Floor	1 1/8	1 1/2	Thro' Bilge and Limber Strakes	7	1 1/2	Bolts in		
Bolts through Heels of Timbers against Deadwood	7/8	1 1/2	Thickstuff over Double Floors	7	1 1/2	Shelf or Clamp		
Frame Bolts	1/4	1/4	Butt End Bolts	3/4	1 1/2	Deck Beam		
			Short Bolts in Ceiling	3/4	1 1/2	Bolts in		
			Pintles of the Rudder	2 1/2	2	Waterway		
						Knees		
						Shelf or Clamp		
						Deck Beam		
						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 *Two* Inches. The Space between the Top-Timbers is *Two* Inches.The Floors consist of *Birch & Hackmatack* The First Foothooks of *Hackmatack*The Second Foothooks of *Hackmatack* The Third Foothooks and Top Timbers ofThe Main Keelson is *Pitch Pine* and is free from all defects. The Shifts of the First and Second Foothooks are not less than *4-0*(The Rider Keelson is *Pitch Pine* N.B.—When less than prescribed by the Rules, state how many.The Transoms, Knightheads, Hawse Timbers, & Aprons of *Hackmatack* The rest of the Shifts of the Frame are *4-0*Deadwood, of *Hackmatack* and is ditto. The Frame is *well* squared from First Foothook Heads upwards,The Stem, and Stern Post of *oak* and is ditto. and is free from sap, and from thence downwards, the frame is *Square*The Deck and Hold Beams of *Hackmatack* The whole of the Frames are *well* bolted together to the Gunwale.Breasthooks of *Hackmatack* Knees of *Hackmatack* N.B.—If not, state how boltedThe Main piece of Rudder of *oak* Windlass of *oak* The Butts of the Timbers are *all* close together; their thickness not(The Keel of *oak*) less than *full* of the entire moulding at that place.The Frame is *full* checked with *butts and doublers* butt at each end of the check.PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *Birch*From the above named height to the Wales is *Pine & Hackmatack*The Wales and Black-strakes *Pine & Hackmatack* The Topsides and Sheer-strakes *Pine & Hackmatack*The Spirketting and Plank-sheers *Pine & Hackmatack* The Water-ways { Upper DeckThe Decks *Yellow Pine* State of *Good* { Lower DeckThe Shifts of the Planking are not less than *Pine* Feet *Three* 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 *Pine & Hackmatack*The Ceiling, Lower Hold, and between Decks *Pine & Hackmatack* Shelf Pieces and Clamps *Pine*

FASTENINGS.—To Hold Beams

Deck Beams *Hackmatack* Pins & 1 Pair of Nuts *3 1/2* Wide 2" Throat 1 1/2 Middle 1 Ends*and all through bolted with 1 Bolts and clenched*Number of Breasthooks *Three* Pointers *Three 10x10* Crutches *Two*Butt End Bolts are of *3/4* Iron in the Bottom *Two* Bolts in each Butt End *one* through and clenchedBilge and Limber Strakes *are* bolted through and clenched. Treenails of *oak* How made *Machine*Thickstuff over Double Floors *is* bolted through and clenched. General quality of Workmanship *Good*

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

Surveyor's Signature *G. M. Smith* Lloyd's Register

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

BID 77-0076

EQUIPMENT TONNAGE

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
	1st Bower																
	2nd „																
	3rd „																
	Collective weight																
	Stream																
	Kedge																
	2nd Kedge.....																

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable.		Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Rule.
				Supplied.	Per Rule.									
	135	1 1/2				135	1 1/2			TOWLINE	60	3	none	75 x 5 1/2
										HAWSER	60	8	none	90 x 3
										WARP	60	5 1/2		
											60	3		
											60	2 1/2		
Iron Stream Chain or Steel Wire ...														

Masts, Yards, &c., are in *Good* condition, and sufficient in size and length.

Standing and Running Rigging *is* sufficient in size and *is* in quality.

Sails. *one* Suit of *Good* Sails, and the following spare sails *Mainmast & fore*

Boats

Windlass, present state is *Good* *Castan* Rudder *Good* Pumps *good one Patent*

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?

Cargo Hatchways.—How formed? *Three Ports in Bulwarks oak carlinis & Branded*

If of extraordinary size, state how framed and secured? *Iron & hardwood sjs*

What arrangement for shifting beams? *none shifting*

Hatches, themselves, whether strong and efficient? *Yes*

Main Hatchways.—State size *10-0 x 6-6*

Order for Special Survey, No.

Date

DATES of Surveys

held while building,

Order for Ordinary Survey, No.

Date

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

No. in Builder's Yard.

General Remarks.

This vessel has been surveyed while in a position. She has undergone large repairs and alterations, in effecting which she opened out, in excess of the requirements of the survey and found to have been well built and she is now in good condition.

The Deck Beams have been salted from aft to the Main Mast. Seven, in number the remainder from then forward have not been done as decks not removed. all the other parts of ship salted according to Sec 37

Present condition of Caulking of Bottom

Good

Deck

Good

and Waterways

Good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled

Red with Coal Tar

When last done

Iron

I am of opinion this Vessel should be Classed

would have been entitled to an original class of 9-A-

The Amount of the Entry Fee

£ 1 : 1 : -

Fees applied for, June 23 1896

Special

£ 3 : 3 : -

Certificate

£ :

Received by me, June 25 1896

Travelling Expenses, if any, £

17 4

Committee's Minute

TUES. JUN 30 1896

18

Character assigned



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