

(2608.)

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No. 39 Survey held at Applodene Date, First Survey 15<sup>th</sup> Nov 97 Last Survey Decr 11<sup>th</sup> 1897  
on the Ward B. of William Coadon Master H. Trenchard

TONNAGE under Tonnage Deck 693 25 3

Spur Deck, or Awning Deck	
Poop, or Raised Qr. Dk.	
Houses on deck	
Forecastle	
Tonnage	956
Space, as per Rule	
Tonnage, cut on Beam	688
Room	
Tonnage, as a Steamer,	}
in the Beam	

Built at *Buckhorn* When built *1896* Launched

By whom built James McHairs Owners J. D. Hansen

Port belonging to *Mos. Homey* Destined Voyage *Candia*

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

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.	
s per Section 39	12	8	Extreme Breadth Outside...	3	8	Depth of Hold.....	18	8	No. of Decks with Flat laid	1	
f Keel.....	10	8	Round of Beam.....		6	Depth from limber-strakes to under side of lower deck beam	12	2	No. of Tiers of Beams	1	
						Depth, Moulded.....	21	0			

LINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			THICKNESS.		Dimensions of Ship per Register.																																
	SIDED.	MOULDED.		SIDED.	MOULDED.		In Ship.	Per Rule, or as Approved.																																	
		Middle.	Ends.		Middle.	Ends.																																			
93																																									
AND SPACE 2.4									Length 163 1/2 Breadth 33 1/2 Depth 18-8																																
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of Ditto	6-0			15 1/2	15 1/2	7 1/2																																			

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.
	Ins.	Ins.	Ins.		Ins.	Ins.	Ins.		Ins.	Ins.	Ins.
ee, and Deadwood abaft...		1 1/4	1 1/4	Transoms and throats of Hooks..	1 3/8		1 2/16	Hold Beam { Waterway .....		1 3/4	1
of Keel, No. 8	8		8 1"	Arms of Hooks .....	1 1/8		1 1/16	{ Knees .....		1 1/2	1
{ Bolts through Keel at				Thro' Bilge and Limber Strakes	1		1 1/16	{ Shelf or Clamp ..	1 1/8		4 1/4
{ Floor .....		1 1/4	1 2/16	Thickstuff over Double Floors ..	1		1 1/16	Deck Beam { Waterway .....		1 1/8	4 1/4
{ rough Heels of Timbers				Butt End Bolts .....	8		1 3/16	{ Knees .....		1	4 1/4
{ at Deadwood .....				Short Bolts in Ceiling .....		3/4		{ Shelf or Clamp ..	1 1/8		4 1/4
{ Bolts .....	7/8		2 8	Pintles of the Rudder .....	3		3	Nails or Bolts in Flat of Deck		6 1/2	
								Treenails.....Inches	1 1/8		1 1/2

**SPACING.**—The Space between the Floor Timbers and Lower Footbooks is 5 Inches. The Space between the Top-Timbers is 6 Inches.

ors consist of Hackmatack? The First Footbooks of Hackmatack?

and Foothooks of *Hackmatack* 8 The Third Foothooks and Top Timbers of *Hackmatack* 9

n Keelson is 1 1/2 x 1/2 x 1/2 and 10 free from all defects. The Shifts of the First and Second Footbooks are not less than 3-0

der Keelson is 1 1/2 inch N.B.—When less than prescribed by the Rules, state how many.

ansoms, Knightheads, Hawse Timbers, & Aprons of *Half mast* The rest of the Shifts of the Frame are *5 - 5*

od, of Hackmatack and is, ditto. The Frame is made squared from first foothook heads upwards.

in, and Stern Post of... *Church & me* ditto. and... free from sap, and from thence downwards, the frame is...  
The Frames are bolted together to the Gunwale

1. *1000* 2. *1000* 3. *1000* 4. *1000* 5. *1000* 6. *1000* 7. *1000* 8. *1000* 9. *1000* 10. *1000* 11. *1000* 12. *1000* 13. *1000* 14. *1000* 15. *1000* 16. *1000* 17. *1000* 18. *1000* 19. *1000* 20. *1000* 21. *1000* 22. *1000* 23. *1000* 24. *1000* 25. *1000* 26. *1000* 27. *1000* 28. *1000* 29. *1000* 30. *1000* 31. *1000* 32. *1000* 33. *1000* 34. *1000* 35. *1000* 36. *1000* 37. *1000* 38. *1000* 39. *1000* 40. *1000* 41. *1000* 42. *1000* 43. *1000* 44. *1000* 45. *1000* 46. *1000* 47. *1000* 48. *1000* 49. *1000* 50. *1000* 51. *1000* 52. *1000* 53. *1000* 54. *1000* 55. *1000* 56. *1000* 57. *1000* 58. *1000* 59. *1000* 60. *1000* 61. *1000* 62. *1000* 63. *1000* 64. *1000* 65. *1000* 66. *1000* 67. *1000* 68. *1000* 69. *1000* 70. *1000* 71. *1000* 72. *1000* 73. *1000* 74. *1000* 75. *1000* 76. *1000* 77. *1000* 78. *1000* 79. *1000* 80. *1000* 81. *1000* 82. *1000* 83. *1000* 84. *1000* 85. *1000* 86. *1000* 87. *1000* 88. *1000* 89. *1000* 90. *1000* 91. *1000* 92. *1000* 93. *1000* 94. *1000* 95. *1000* 96. *1000* 97. *1000* 98. *1000* 99. *1000* 100. *1000* 101. *1000* 102. *1000* 103. *1000* 104. *1000* 105. *1000* 106. *1000* 107. *1000* 108. *1000* 109. *1000* 110. *1000* 111. *1000* 112. *1000* 113. *1000* 114. *1000* 115. *1000* 116. *1000* 117. *1000* 118. *1000* 119. *1000* 120. *1000* 121. *1000* 122. *1000* 123. *1000* 124. *1000* 125. *1000* 126. *1000* 127. *1000* 128. *1000* 129. *1000* 130. *1000* 131. *1000* 132. *1000* 133. *1000* 134. *1000* 135. *1000* 136. *1000* 137. *1000* 138. *1000* 139. *1000* 140. *1000* 141. *1000* 142. *1000* 143. *1000* 144. *1000* 145. *1000* 146. *1000* 147. *1000* 148. *1000* 149. *1000* 150. *1000* 151. *1000* 152. *1000* 153. *1000* 154. *1000* 155. *1000* 156. *1000* 157. *1000* 158. *1000* 159. *1000* 160. *1000* 161. *1000* 162. *1000* 163. *1000* 164. *1000* 165. *1000* 166. *1000* 167. *1000* 168. *1000* 169. *1000* 170. *1000* 171. *1000* 172. *1000* 173. *1000* 174. *1000* 175. *1000* 176. *1000* 177. *1000* 178. *1000* 179. *1000* 180. *1000* 181. *1000* 182. *1000* 183. *1000* 184. *1000* 185. *1000* 186. *1000* 187. *1000* 188. *1000* 189. *1000* 190. *1000* 191. *1000* 192. *1000* 193. *1000* 194. *1000* 195. *1000* 196. *1000* 197. *1000* 198. *1000* 199. *1000* 200. *1000* 201. *1000* 202. *1000* 203. *1000* 204. *1000* 205. *1000* 206. *1000* 207. *1000* 208. *1000* 209. *1000* 210. *1000* 211. *1000* 212. *1000* 213. *1000* 214. *1000* 215. *1000* 216. *1000* 217. *1000* 218. *1000* 219. *1000* 220. *1000* 221. *1000* 222. *1000* 223. *1000* 224. *1000* 225. *1000* 226. *1000* 227. *1000* 228. *1000* 229. *1000* 230. *1000* 231. *1000* 232. *1000* 233. *1000* 234. *1000* 235. *1000* 236. *1000* 237. *1000* 238. *1000* 239. *1000* 240. *1000* 241. *1000* 242. *1000* 243. *1000* 244. *1000* 245. *1000* 246. *1000* 247. *1000* 248. *1000* 249. *1000* 250. *1000* 251. *1000* 252. *1000* 253. *1000* 254. *1000* 255. *1000* 256. *1000* 257. *1000* 258. *1000* 259. *1000* 260. *1000* 261. *1000* 262. *1000* 263. *1000* 264. *1000* 265. *1000* 266. *1000* 267. *1000* 268. *1000* 269. *1000* 270. *1000* 271. *1000* 272. *1000* 273. *1000* 274. *1000* 275. *1000* 276. *1000* 277. *1000* 278. *1000* 279. *1000* 280. *1000* 28

Joins of 3 m Hackmatack kinds of Hackmatack The Butts of the Timbers are all close together; their thickness not

in piece of Rudder of *Greenheart* Windlass of *Willow oak* less than *one third* of the entire moulding at that place.

Material of Birch & American Elm <sup>12</sup> The Frame is Square checked with and and Butt at each end of the chock

**KING OUTSIDE.**—From the top of the Keel to two-fifths the depth of Hold, the Plank is 3 inch

the above named height to the Wales 21/10/1919

ables and Black-strakes *Yuck Pine* 9 The Topsides and Sheer-strakes *Yuck Pine* 10  
(Inner Deck *Yuck Pine* 10)

Marketing and Plank-sheers *10th June 10* The Water-ways *10th June 10*

cks Red Line State of Good

Thickness of the Planking are not less than 0 Feet 0 Inches. N.B. If less than prescribed by the Rule, state whether general or partial.

if partial, in what part of the Ship. The Planking is wrought in the shafts between, and without step-battens.

KING INSIDE.—The Limber-strakes and Bilge-strakes are *Larch* *masak*  
 Hull and Deck *Larch* *masak* Shelf Pieces and Clamps *Larch* *masak*?

...ing, Lower Hold, and between Decks each when Shut Pieces and Clamps used as shown

**ENINGS** To Hold Beams These beams will be even beams fastened with

Use half an inch of wood for the end all four and aff-

.....

Draw Iron Tree to new beam and wood bedden dress

all one and all-

*[Faint handwritten notes at the bottom of the page]*

of Breasthooks *2 gn 9 Wood* Pointers *4* Crutches *9 with Wood knobs*

and Bolts are of Metal in the Bottom \_\_\_\_\_ Bolts in each Butt End one through and clenched.

and Limber Strakes Galval bolted through and clenched. Treenails of Lrcust How made Machine

uff over Double Floors *metal* 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 *[Signature]*

*Signature* \_\_\_\_\_ *Surveyor to Lloyd's Register of British and Foreign Shipping*

BID77-0174

BID77-0174



## EQUIPMENT TONNAGE

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## 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 .....	3	Bow														
	2nd „ .....																
	3rd „ .....																
	Collective weight																
	Stream .....	1	Stream														
	Kedge .....	1	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.
				Supplied.	Per Rule.									
										TOWLINE	60	4 1/2	Woe 90	
										HAWSER	90	3 1/4	Woe 90	
										WARP	90	8	Woe 90	
											20	20	10	
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 *good* in quality.Sails. *Sur* Suit of *good* Sails, and the following spare sailsBoats *1 Life Boat 1 Long Boat 1 Jolly Boat*Windlass, present state is *good* Capstan *good* Rudder *good* Pumps *good*

Scuppers, &amp;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? *Framed Cam up of good height* State size *Fore Hatch 5-0 x 5-0*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient?

*See Carlin with board* Main Hatchways.—State size *10-0 x 9-0*

Order for Special Survey, No.

Date

DATES of Surveys held while building, as per Section 35.

Order for Ordinary Survey, No.

Date

No. in Builder's Yard.

1st. When the Frame is completed

2nd. When the Beams are put in, &amp;c.

3rd. When completed and before the plank be painted or payed

## General Remarks.

*This appears to be a Army ship with very heavy planking & Timbers also heavy Iron Bars & Ribs to each beam both in the hold and between decks and she is metal fastened to the lead Line We cannot see any sign of the ship moving as the Ribs and Bars are well fitted and bolted and the bow and Stern well secured with Hooks & Poppers*

Present condition of Caulking of Bottom *good* Deck, *good* and Waterways *good*If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *Iron Bars & Felted* When last done *11/97*I am of opinion this Vessel should be Classed *6 Years A Red*The Amount of the Entry Fee ... £ : : Fees applied for, *Dead 1897*

Special ... £ 5 : 5 : 0

Certificate *10/97* : 10 : Received by me, *17.12.1897*Travelling Expenses, if any, £ *4.15.0*

HULL CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of British and Foreign Ships

Committee's Minute *TUES. 21 DEC 1897* 18Character assigned *A - Red.**SS. 97-5 yrs  
7 1/2 yrs 11.97 pr. 10 10k 2 1/2 yrs.**Write up.**6.11.97*

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