

No. 1914 Survey held at Bristol

Date 20th January

1855

on the Barge "Naparima"

Master J Campbell

Tonnage Old 355

Built at Bristol

When built July

Launched 10th Jan 1855

By whom built Chas Hill & Son

Owners Scrutton Son & Co.

Port belonging to London

Destined Voyage Trinidad

If Surveyed while Building, Afloat, or in Dry Dock During the Building

Length aloft 121 2 Extreme Breadth 22 6 Depth of Hold 16 3

Scantlings of Timber.

Room and Space	Inches.	Inches.	Inches.
Floors.....sided	2 1/2	Moulded	12
1 st Foothooks.....	10 1/2	"	9 1/2
2 nd Ditto.....	9	"	9
3 rd Ditto.....	8 1/2	"	8
Top Timbers.....	8	"	7 3/4
Deck Beams N ^o 17	7 3/4	"	7
2 nd Deck Beams N ^o 19	8 1/2	"	8 1/2
Hold Beams N ^o 16	6 1/2	"	7 1/2
Keel.....	11	"	12
Keelsons.....	13 1/4	"	14 1/2
Scarpns of Ditto.....	6 feet		

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3 1/2	Limber Strakes.....	3 1/2
Bilge Planks.....3.....	4	Bilge Planks.....3.....	3 1/2
Bilge to Wales.....	3 1/2	Ceiling in Flat.....	3
Wales.....	5	Ditto Bilge to Clamp.....	3 1/4
Short Hoods.....	-	Hold Beam Clamps.....	4
Topsides.....	3 1/2	Deck Beam Ditto.....	3 3/4
Sheer Strakes.....	3 1/2	Ceiling 'twixt Decks.....	2 1/2
Plank Sheers.....	3 1/2	Hold Beam Shelves.....	-
Water-Ways.....	4 3/4	Deck Beam Ditto.....	-
Upper Deck.....	3 1/4		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/8		Transoms and throats of Hooks ..	1		Lower Pintle of the Rudder	3 3/8	
Scarpns of Keel.....N ^o 8	7/8		Arms of Hooks	7/8		Hold Beam	1 1/16	
Floor Timber Bolts	1 1/8		Bolts thro' Bilge & Limber Strakes	1 5/16		Deck Beam	1 5/16	
Kelson ditto	1 1/8		Butt End Bolts	3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, consist of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of do and are free from all defects.

The Floors consist of English oak The First Foothooks of English oak Timber.

The Second Foothooks of do The Third Foothooks of English oak The Top Timbers of do

The Shifts of the first and second Foothooks are not less than 3/6 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Same

The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is Same

The alternate Frames are well bolted together to the Gunwale.

N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

The Main Keelson is Greenheart & S. S. Teak and free from all defects.

The False Keelson is

The Deck Beams consist of English oak The Hold Beams of English oak The Knees of English oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is English Elm

From the above named Height to the Light Water Mark English oak

From the Light Water Mark to the Wales do

The Wales and Black-strakes are do

The Topsides S. S. Teak and English oak

The Sheer-strakes English oak and Plank-sheers do

The Water-ways do do

The Decks Yellow Pine

State of very good

The Shifts of the Planking are not less than 5 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 between

Planking Inside.—The Limber-strakes are English oak the Bilge Planks English oak

The Ceiling, Lower Hold, do Between Decks do

Shelf Pieces — Clamps do

Fastenings.—To Hold Beams Iron staple knees and 6 hanging knees on each side

Deck Beams three fore beams double locking wood knees, remainder Iron staple knees and 7 hanging knees on each side

Number of Breasthooks three Pointers two Crutches three

Butts End Bolts are of yellow metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Same bolted through and clenched.

Treenails of English oak How Made Engine turned

General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature

Surveyor's Signature

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	100	1 3/8	Bower,	3	18 = 17 2/3
1	Fore Top Sails,	Hempen Stream Cable	100	1 1/4			
2	Fore Topmast Stay Sails,	Hawser	90	0	Stream,	1	5
1	Main Sails,	Towlines	90	5 1/2			
2	Main Top Sails,	Warp	90	3 1/2	Kedge,	1	2
and <u>jibs all new</u>		All of <u>good</u> quality.					

Her Standing and Running Rigging good sufficient in size and good in quality.

She has one Long Boat and one

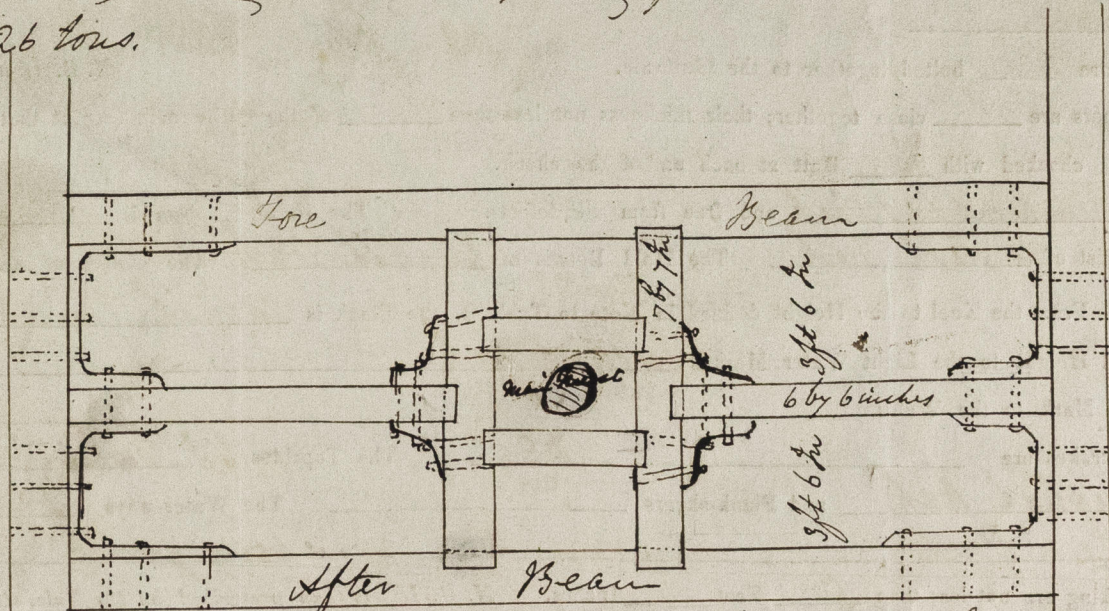
The present state of the Windlass is patent Capstan much Rudder good Pumps 2 Iron

General Remarks — Statement and Date of Repairs.

Specially surveyed for 13 years. Is well worked and secured and the materials of the best quality, and fastened with yellow metal, including those of the flat of the upper Deck to the entire exclusion of Iron, with the exception that the upper Deck Beams in the wake of the fore and main rigging and Portmasts of the masts (although they are wedged at the lower deck) are spaced 7 feet 6 inches with a half Beam, or rather ledge, between, as per sketch below. There are Beams sufficient but not well placed, being from 2 feet 6 inches to 7 feet 6 inches, I therefore objected to this mode of placing the Beams, as not being in accordance with the Rules which require a Beam in all double spaces, I must therefore leave her classification in the hands of the committee.

She requires one pair of additional hanging knees to the upper Deck Beams which are promised to be put in on her return voyage.

The chain cables have, as per certificate, sustained a tension of 30 tons and 26 tons.



The lower Deck Beams have the same span 7 ft 6 inches and the upper Deck Beams in wake of fore rigging are as per sketch.

If Sheathed, Doubled, Felted, or Coppered yellow metal over paper When last done January 1855

I am of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ 4 : - : - is received by me, James Wood

Special£ 17 : 15 :

Certificate (if required)£ : :

Committee's Minute 23rd January 1855

Character assigned 1 for 13 years



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