

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 July 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.

Table with columns: Room and Space, Inches, Moulded, Inches Middle, Inches Ends. Rows include Floors, 1st Foothooks, 2nd Ditto, 3rd Ditto, Top Timbers, Deck Beams, Hold Beams, Keel, Keelsons, Scarphs of Ditto.

Thickness of Plank.

Table with columns: Outside, Inside, Inches. Rows include Keel to Bilge, Bilge Planks, Bilge to Wales, Wales, Short Hoods, Topsides, Sheer Strakes, Plank Sheers, Water-Ways, Upper Deck, Limber Strakes, Bilge Planks, Ceiling in Flat, Ditto Bilge to Clamp, Hold Beam Clamps, Deck Beam Ditto, Ceiling 'twixt Decks, Hold Beam Shelves, Deck Beam Ditto.

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

Table with columns: Copper Inches, Iron Inches. Rows include Heel-Knee, and Deadwood abaft, Scarphs of Keel, Floor Timber Bolts, Kelson ditto, Transoms and throats of Hooks, Arms of Hooks, Bolts thro' Bilge & Limber Strakes, Butt End Bolts, Lower Pintle of the Rudder, Hold Beam, Deck Beam.

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 Eng: 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 6 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 steel bolted through and clenched. Treennails 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 James Wood

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain .....	100 13/8	Bower, .....	3 18=17 2/3
1	Fore Top Sails,	Hempen Stream Cable .....	100 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

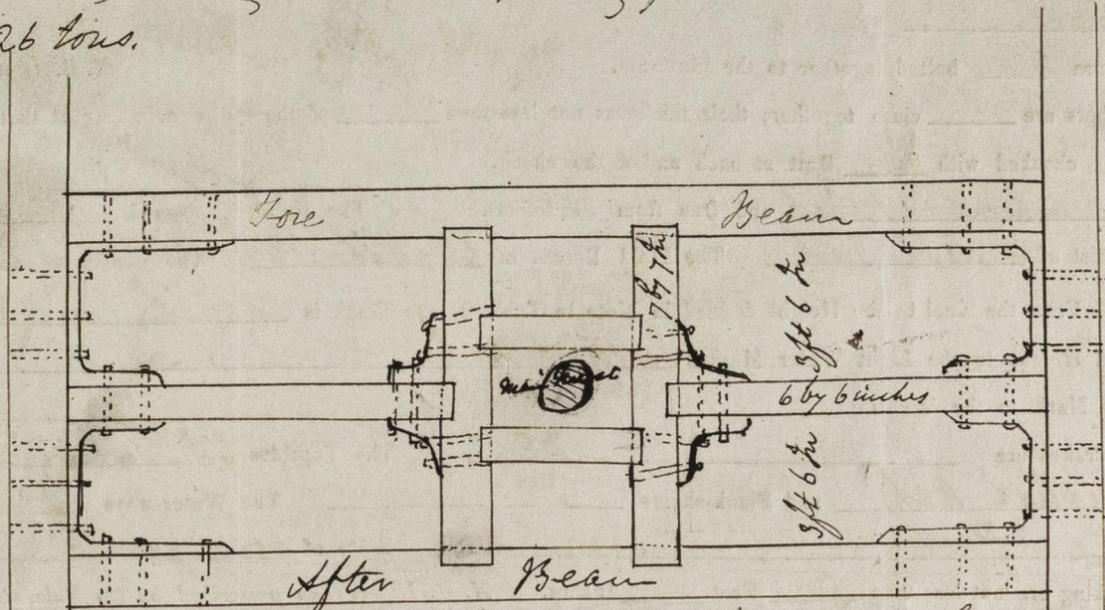
The present state of the Windlass is patent Capstan much Rudder good Pumps 2 Iron

**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 partners 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. These 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 (# required) .....£ : :

Committee's Minute 23<sup>rd</sup> January 1855

Character assigned 1 for 13 years

