

No. 2223 Survey held at Bristol Date 14th June 1858
on the Ship "Lumore" Master Henry C Kennedy
Tonnage Old 500 New 539 Built at Bristol When built 1858 Launched 13th May
By whom built J. W. Green Owners Cavan Brothers
Port belonging to London Destined Voyage Barbadoes
If Surveyed while Building, Afloat, or in Dry Dock During the building

2223

| | | | | | | | | | | | | | | |
|------------------------------|-----|-------|---|---------|-------------------------|----|-------|---|---------|---------------|----|-------|---|---------|
| Length aloft | 140 | Feet. | 1 | Inches. | Extreme Breadth Outside | 30 | Feet. | 3 | Inches. | Depth of Hold | 19 | Feet. | 1 | Inches. |
| Scantlings of Timber. | | | | | | | | | | | | | | |
| Thickness of Plank. | | | | | | | | | | | | | | |
| Outside. | | | | | Inside. | | | | | | | | | |
| Garboard Strakes .. | | | | | Limber Strakes | | | | | | | | | |
| Garboard to Bilge .. | | | | | Bilge Planks | | | | | | | | | |
| Bilge Planks | | | | | Ceiling in Flat | | | | | | | | | |
| Bilge to Wales | | | | | Ditto Bilge to Clamp | | | | | | | | | |
| Wales | | | | | Hold Beam Clamps.. | | | | | | | | | |
| Topsides | | | | | Deck Beam Ditto .. | | | | | | | | | |
| Sheer Strakes | | | | | Ceiling 'twixt Decks | | | | | | | | | |
| Plank Sheers | | | | | Hold Beam Shelves .. | | | | | | | | | |
| Water-ways { Upper Deck | | | | | Deck Beam Ditto .. | | | | | | | | | |
| Lower Deck | | | | | | | | | | | | | | |
| Upper Deck | | | | | | | | | | | | | | |

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

| | | | | | | | | | | | | |
|---|-------|----------------|--------------------------|--|-------|----------------|--------------------------|--------------------------------|----------------|--|----------------|--------------------------|
| Heel-Knee, and Deadwood abaft | 13/8 | Copper or Iron | Inches required per Rule | Transoms and throats of Hooks .. | 1 1/4 | Copper or Iron | Inches required per Rule | Hold Beam Bolts in | Waterway .. | | Copper or Iron | Inches required per Rule |
| Scarphs of Keel..... N ^o . 8 | 1 1/4 | | | Arms of Hooks | 1 1/4 | | | Knees | Shelf or Clamp | | | |
| Keelson Bolts through Keel at each Floor | 1 1/2 | | | Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors | 7/8 | | | Deck Beam Bolts in | Waterway .. | | | |
| Bolts through Heels of Timbers against Deadwood | 1 | Iron | | Butt End Bolts | 3/4 | | | Knees | Shelf or Clamp | | | |
| | | | | Pintles of the Rudder | 3/2 | | | Nails or Bolts in Flat of Deck | Yellow metal | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 5 Inches.
The Floors consist of 12 on the blocks and scantling with the Ten The First Foothooks of 12 on the blocks and scantling with the Ten Timber.
The Second Foothooks of 12 on the blocks and scantling with the Ten The Third Foothooks and Top Timbers of 12 on the blocks and scantling with the Ten Timber.
The Shifts of the First and Second Foothooks are not less than 4 ft 2 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

The alternate Frames are bolted together to the Gunwale.

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 choked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak

The Main Keelson is Greenheart and free from all defects. The Main piece of Windlass is Eng Oak

The Stem, and Stern Post, consist of English Oak. The Transoms, Aprons, Knight Heads, and

Hawse Timbers of 80 Deadwood, of English Oak & Elm and are free from all defects.

The Deck and Hold Beams consist of Eng Oak & Elm The Breasthooks of Eng Oak The Knees of Eng Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is English Elm

From the above named Height to the Light Water Mark English Oak and Pitch Pine

From the Light Water Mark to the Wales 80

The Wales and Black-strakes are 80

The Sheer-strakes and Plank-sheers English Oak & Elm

The Decks Yellow Pine

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 & 2 butted on between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak

The Ceiling, Lower Hold, and between Decks 80 Shelf Pieces and Clamps English Oak

Fastenings.—To Hold Beams Staple Iron Knees and 11 hanging Knees on each side

Deck Beams double lodging and locking Knees and 12 hanging Knees on each side

Number of Breasthooks 5 Pointers 2 Crutches 3

Butts End Bolts are of Yellow Metal in the Bottom, and 2 Bolt in each Butt End through and clenched.

Bilge and Limber Strakes same bolted through and clenched. Treenails of English Oak How Made Eugene Turner

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

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

Builder's Signature

Surveyor's Signature

James Wood

BRSB-200

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 | 270 | 1 1/2 | Bower, | 3 | 25.0.8 |
| 2 | Fore Top Sails, | Hempen Stream Cable | 90 | 8 1/2 | | | 24.0.20 |
| 2 | Fore Topmast Stay Sails, | Hawser | 90 | 6 | Stream, | 1 | 9.0.7 |
| 1 | Main Sails, | Towlines | | | | | |
| 2 | Main Top Sails, | Warp | 90 | 5 | Kedge, | 2 | 4.2.4 |
| and <u>the all new</u> | | All of | quality. | | | | 1.2.0 |

Her Standing and Running Rigging Hemp, stays true sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is patent Capstan 2 Knives Rudder good Pumps 2 main & 2 bilge

General Remarks and Statement and Date of Repairs, if any.

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

| | | |
|------|--|---|
| 1st. | When the Frame is completed | <u>25th August 1857</u> |
| 2nd. | When the Beams are put in, &c. | <u>11th Dec^r 1858</u> |
| 3rd. | { When completed, and before the plank be painted or payed } | <u>12 May</u> - <u>and frequently during the building</u> |

I believe this vessel to be thoroughly yellow metal fastened in accordance with the Rules section 46. Except the Cant heel bolts which are of Iron. The Deck being laid before the upper Deck knees were fitted, the Beam arms are bolted through the Deck with yellow metal. The shifting of the planks are in several instances in the midship body, two between butted on the next timber - below the holes on the Port side there is one with two between on the same timber, and one in the Starboard topside in midships one with two between. The bolts in the upper Deck clamps are mostly in every third timber. There is a piece of L. I. Deck of birches bolted on to the after part of the stern Post by way of compensation for its deficiency.

With reference to the floors and first foottharks they may be as good as the other part of the frame, but I could not recommend that which I have not seen, and beg leave to refer to my letter of the 27th February last, respecting this vessel. She was stated to be below 450 tons. and is now about 100 tons larger. I have therefore to submit the case to the favorable consideration of the committee. I have taken her scantling at 550 tons.

The apron objected to, was replaced with good timber.

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered yellow metal When last done June

I am of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ 5 : - : - is received by me, James Wood

Special£ : : :

Certificate£ : 5 : :

Committee's Minute 22nd June 1858

Character assigned 1st for 9 Years

To be caused to
10 Δ 1, if the heels of
Cant timbers be through
fastened with copper or y. nails

Lloyd's Register
Foundation