

No. 7540 Survey held at *Aberystwith* Date, first Survey *1878* Last Survey *8th April 1878*  
on the Schooner "*Speidel*" Master *John Williams* No. *10/4/78*

Official Number *64643*  
TONNAGE under Tonnage Deck *121'08"*  
Ditto of Spar Deck, or Awning Deck  
Ditto of Poop, or Raised Qr. Dk.  
Ditto of Houses on Deck  
Ditto of *Scuppern* Hatches *133*  
Gross Tonnage *121'41"*  
Crew Space, as per Rule *13'28"*  
Register Tonnage, cut on Beam *107'43"*  
Engine Room  
Register Tonnage, as a Steamer, }  
cut on the Beam ..... }

Built at *Aberystwith* When built *1878* Launched *3rd Month*  
By whom built *Jones* Owners *S.H. Jones & Co.*  
Port belonging to *Aberystwith* Destined Voyage *Coasting*  
If Surveyed while Building, Afloat, or in Dry Dock *While Building*

Length as per section 39	Feet. 88	Inches. 0	Extreme Breadth Outside ...	Feet. 21	Inches. 6	Depth of Hold ....	Feet. 10	Inches. 9	Number of Decks	<i>One</i>
Length of Keel	82		IN SHIP. Moulded.	21		(Depth from limber-strakes to under side of lower deck beam)				
<b>Scantlings of Timber.</b>										
TIMBER AND SPACE	19		20			<b>Outside Plank.</b>				
Floors	8 1/2	10 1/2	8 1/2	8	8	Garboard Strakes	3 1/2	2 1/2	Dimensions of Ship per Register. length 88' breadth 21'5" depth 10'8 1/2"	
1st Foothooks	8	8 1/2	7	7	7	Garboard to Bilge	2 1/2	2 1/2		
2nd Ditto	7	7 1/2	6 1/2	6 1/2	6 1/2	Bilge Planks (3 strakes)	3 1/2	2 1/2	<b>Inside Plank.</b>	
3rd Ditto	6 1/2	6 1/2	4 1/2	6	6	Bilge to Wales	2 1/2	2 1/2	In Ship. Inches. Required per Rule.	In Ship. Inches. Required per Rule.
Top Timbers	6	5 1/2	4 1/2		4 1/2	Wales	4	4		
Deck } N° 20 Average Space } 3' 8" 1/2						Topsides	3	3	Limber Strakes	3 1/2 x 12 3 1/2
Deck Beams, length amidships	20 feet					Sheer Strakes	3	3	Bilge Planks (3 strakes)	3 1/2 3 1/2
Hold } Nil Average Space }						Plank Sheers	2 1/2	2 1/2	Ceiling in Flat	2 1/2 x 8 2
Hold Beams, length amidships						Water } Upper Deck 18 x 8 7 1/2			Ditto Bilge to Clamp	2 1/4 2
Keel	10	12	10	10		Ways } Lower Deck			Hold Beam Clamps	3 1/4 7
Scarp of Ditto	6 feet					Ditto, faying surface against Timbers	5	5	Deck Beam Ditto	3 x 8 3
Keelsons	11	18	11	11		Upper Deck	2 1/2	2 1/2	Ceiling 'twixt Decks	2 1 3/4
Scarp of Ditto	6 feet								Hold Beam Shelves	
									Deck Beam Ditto	

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship. 1	Iron in Ship. 1	Inches required per Rule. 1 1/2	Transoms and throats of Hooks	Copper or Y.M. in Ship. 7/8	Iron in Ship. 7/8	Inches required per Rule. 3/4	Hold Beam	Waterway		
Scarp of Keel, N° 8	3/4	3/4	3/4	Arms of Hooks	3/4	3/4	3/4	Bolts in	Knees		
Keelson Bolts through Keel at each Floor	3/4	3/4	3/4	Thro' Bilge and Limber Strakes	1/2	1/2	5/8		Shelf or Clamp	3/4	1/2
Bolts thro' Heels of Timbers against Deadwood	3/4	1/2	1/2	Thickstuff over Double Floors	5/8	1/2	5/8	Deck Beam	Waterway	3/4	1/2
Frame Bolts	3/4	1/2	1/2	Butt End Bolts	5/8	1/2	5/8	Bolts in	Knees	3/4	1/2
				Short Bolts in Ceiling	2 1/4	2	2	Nails or Bolts in Flat of Deck	Shelf or Clamp	3/4	1/2
				Pintles of the Rudder	2 1/4	2	2	Treenails	Inches	1 1/2	1

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is *11 1/2* Inches. The Space between the Top-Timbers is *2 1/2 to 3* Inches.

The Floors consist of *English Oak* The First Foothooks of *English Oak*  
The Second Foothooks of *English Oak* The Third Foothooks and Top Timbers of *English Oak*  
The Main Keelson is *Pitch Pine* and is free from all defects. The Shifts of the First and Second Foothooks are not less than *2 main breadth*.  
(The Rider Keelson is *Pitch Pine*) N.B. When less than prescribed by the Rule, state how many.  
The Transoms, Knightheads, Hawse Timbers, & Aprons of *Eng Oak* ditto. The rest of the Shifts of the Frame are *in proportion*.  
Deadwood, of *English Oak* and *Alm Elm* ditto. The Frame is *well* squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is *square*.  
The Stem, and Stern Post of *English Oak* ditto. The Frames are *frame* bolted together to the Gunwale.  
The Deck and Hold Beams of *English Oak* N.B. If not, state how bolted.  
Breasthooks of *Eng Oak* & *Iron* Knees of *English Oak* The Butts of the Timbers are *all* close together; their thickness not less than *one third* of the entire moulding at that place.  
The Main piece of Rudder of *Eng Oak* Windlass of *English Oak* The Frame is *crop* chocked with *a* Butt at each end of the chock.  
(The Keel of *Alm Elm*)

**Planking Outside.**—From the top of the Keel to two-fifths the depth of Hold, the Plank is *Alm. Rock Elm and Pitch Pine*.  
From the above named height to the Wales *Pitch Pine*  
The Wales and Black-strakes *Pitch Pine* The Topsides of *English Oak*  
The Sheer-strakes of *English Oak*  
The Spirketting and Plank-sheers of *English Oak* The Water-ways { Upper Deck of *Pitch Pine* with ends of *English Oak*  
The Decks of *Pitch Pine* State of *new* Lower Deck  
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 *not less than three* between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are *of Pitch Pine*  
The Ceiling, Lower Hold, and between Decks *Pitch Pine*  
**Fastenings.**—To Hold Beams

Deck Beams *Double Girdling Knees in each space between the beams with bolts of English Oak and 4 pair of Iron knee riders fitted to the lower side of deck beams extending down to receive two bolts in floor beams.*  
Number of Breasthooks *2 Iron* Pointers *one pair of Eng Oak* Crutches  
Butt End Bolts are of *Yellow Metal* in the Bottom *Two* Bolts in each Butt End *one bolt* through and clenched.  
Bilge and Limber Strakes *Yellow Metal* bolted through and clenched. Treenails of *English Oak* How Made *English Turned*  
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship *Superior*.

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

Builder's Signature *John Jones*

Surveyor's Signature *John Williams*

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



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

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	60.54	1 1/2	15.0-0.0	125 fms	20 tons	Bowers	2	5.3.5	11.2.0	5.3.0	11.2.0
	Fore Top Sails,		55.34	1 1/2	15.0-0.0	125 fms	20 tons			5.0.0	11.2.0	5.3.0	11.2.0
	Fore Topmast Stay Sails,	Hmpn Strm Cbl.	60	8	15.0-0.0	125 fms	20 tons						
	Main Sails,	Hawser	60	6 1/2	15.0-0.0	125 fms	20 tons						
	Main Top Sails,	Towlines	60	5 1/2	15.0-0.0	125 fms	20 tons						
		Warp	60	3 1/2	15.0-0.0	125 fms	20 tons	Stream	1	1.3.8		1.3.8	
		All of quality						Kedges		2.2.7		2.2.7	

Her Standing and Running Rigging *Good* sufficient in size and *Good* in quality. She has *One* Long Boat and

The present state of the Windlass is *New* Capstan *Good* and Rudder *Good* Pumps *Two* Outside (5 in) with *Iron* Sprinkle Light through *5 in* 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?

*Scuttles hinged in berthing two each side.*

Cargo Hatchways.—How formed? *Cummings & A Ledges* State size *Ordinary*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? *Strong & efficient* Main Hatchways.—State size *10 ft x 6 ft*

Order for Special Survey, No.

Date *2/4/77*

Order for Ordinary Survey, No.

Date

No. in Builder's Yard.

DATES of Surveys

held while build-

ing, 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

*Special Surveyed while Building*  
*Fig 2, 1st and 15 Jan 77 20 Feb 15th & 22nd*  
*April 6th 1877 and continuously*  
*throughout averaging at least once in*  
*every week Last Survey 8th April 1878*

### General Remarks.

The Certificate for Chains and Anchors produced and signed by the Superintendent Lloyd's Survey House Mr. D. G. Lewis dated 2<sup>nd</sup>, 11<sup>th</sup> and 25<sup>th</sup> Feb<sup>ry</sup>, and 9<sup>th</sup> March 1878 also our dated the 6<sup>th</sup> December 1877—divided  
The Certificate for Chain  $\frac{45.2}{2} = 22.6$  &  $\frac{15.3}{2} = 7.65$  divided = 60.57 1 Stud link = 4019 & 284 divided = 4070 = 45 1/2 fathoms of 1 1/2 in Chain Links Anchors 5399 = 1.3.8, 5400 = 5.3.5 and 5401 = 5.0.6

The 'Wharfedale' is a good little vessel the frame of the best quality English Oak well squared and free from sap. The beams, plankings, & sheerstrakes (20 strakes) are made of oak and the deck clump of English Oak.

The scantlings and arrangements as shown in figured drawings on the Sketch of Midship Section submitted.

And the Rules in all other respects complied with, and the workmanship of superior quality and additional fastenings judiciously employed and done in accordance with the Rules Section 46. And Sailed as per Section 37—

I therefore recommend her to the favourable consideration of the Committee for 9 years under Table B, 1 year for Mixed Material Rule, 1 year for Metal fastenings per Sec 46, and 1 year for Sailing per Sec 37—

Present condition of Caulking of Bottom *Good* Deck *Good* and Waterways *Good*

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *Single Bottom* When last done

I am of opinion this Vessel should be Classed *12 B 1* See Secretary's letter 22/11/77—

The Amount of the Entry Fee .. .. £ 2 : - : - received by me,

Special .. .. £ 5 : 7 : - 8/4/1878

Certificate .. .. £ - : 2 : 6

(Travelling Expenses, &c.) £ 3.10.6.

Committee's Minute

12th April, 1878.

Character assigned

*See 12th April 1878*  
*of 12th April 1878*  
*of 12th April 1878*



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