

WOOD SHIP.

(Received at London Office

15-2

No. 152 Survey held at Constantinople Date, first Survey Nov 1st Last Survey January 4 1890
on the Ottoman Brig "Yefrad" ex "Hellas" N^o 3306 Master Anastas Duruglou
TONNAGE under Tonnage Deck 330
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 3300
Less Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room (if a Steamer)
Register Tonnage, as a Steamer, cut on the Beam

Built at South Shields When built 1860 Launched 1860
By whom built Metcalfe
Port belonging to Constantinople
If Surveyed while Building, Afloat, or in Dry Dock, Careened and afloat.

Owners Garabet Souwadian
Residence Constantinople
Destined Voyage N. Sea & Mediterranean

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	116	4	24	6	17	1			one
Scantlings of Timber.									
TIMBER AND SPACE									
Floors	7 1/2	11							
1 st Foothooks	7 1/2	10 1/2							
to									
to									
Timbers	7	11	10						
N ^o 40 Average Space	14	10 1/2	6	6					
Beams, length amidships	26								
N ^o 15 Average Space	7	10 1/2	10	10					
Beams, length amidships	26								
to	20	12	12						
to	5								
to	14	12 1/2	12 1/2						
to	8								
Outside Plank.									
Garboard Strakes	4								
Garboard to Bilge	4								
Bilge Planks	4								
Bilge to Wales	3 3/4								
Wales	4								
Topsides	3 1/2								
Sheer Strakes	3 3/4								
Plank Sheers	3 1/4								
Water Upper Deck									
Ways Lower Deck	11								
Ditto, faying surface against Timbers	6 1/2								
Upper Deck	4								
Dimensions of Ship per Register,									
length	116.4		breadth	24.3		depth	17.6		
Inside Plank.									
Limber Strakes	3 1/2								
Bilge Planks	3 1/2								
Ceiling in Flat	3								
Ditto Bilge to Clamp	3 1/2								
Hold Beam Clamps	6								
Deck Beam Ditto	5								
Ceiling 'twixt Decks	3 1/4								
Hold Beam Shelves	9								
Deck Beam Ditto	10 1/2								

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

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

Numbering.—The Space between the Floor Timbers and Lower Foothooks is 6 Inches. The Space between the Top-Timbers is 6 Inches.

The Floors consist of oak ✓ The First Foothooks of oak ✓

The Second Foothooks of oak ✓ The Third Foothooks and Top Timbers of oak ✓

The Main Keelson is oak and is free from all defects. The Shifts of the First and Second Foothooks are not less than 5' 6"

The Rider Keelson is oak N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of oak ditto. The rest of the Shifts of the Frame are oak ditto

The Deadwood, of oak ✓ and is ditto. The Frame is oak squared from First Foothook Heads upwards,

The Stem, and Stern Post of oak ✓ ditto. and is free from sap, and from thence downwards, the frame is oak

The Deck and Hold Beams of larch 80 x 11 The whole Frames are well bolted together to the Gunwale.

The Foothooks of oak + iron Knees of oak + iron N.B. If not, state how bolted

The Main piece of Rudder of oak ✓ Windlass of oak The Butts of the Timbers are oak close together; their thickness not

The Keel of oak less than one third of the entire moulding at that place.

The Frame is oak choiced with Butt at each end of the choick.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is oak

From the above named height to the Wales is larch Teak

The Wales and Black-strakes pine Teak

The Spirketting and Plank-sheers pine Teak

The Decks red pine State of v.g. The Topsides & Sheer-strakes larch Teak

The Shifts of the Planking are not less than 3 1/2 Feet — Inches. The Water-ways { Upper Deck oak & elm Teak

partial, and if partial, in what part of the Ship. 5 The Planking is wrought flush 3 between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are oak and elm Teak

The Ceiling, Lower Hold, and between Decks oak & larch Teak Shelf Pieces and Clamps oak Teak

Fastenings.—To Hold Beams one inch bolts with circular heads riveted

over washers. Grown trees to each beam

Deck Beams Iron bolts with heads riveted over washers

The ends of the Deck beams have all been doubled with

lengths of the same material 9' x 6' x 6' on each side of the

Number of Breasthooks 12 Pointers Two Crutches 12

Butt End Bolts are of Copper in the Bottom Three Bolts in each Butt End driven through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of oak How Made by hand

Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship v.g.

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

Surveyor's Signature Henry J. Woods

Builder's Signature

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

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Fath.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
2	Fore Sails,	Chain	250	1 1/4	...	1 1/4		Bower Anchors	3	13 1/2		18 1/2	
2	Fore Top Sails,	Iron Stream Chain	75	1 1/16		60 1/16		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
2	Fore Topmast Stay Sails,	Ditto Ditto											
2	Fore Topmast Stay Sails,	Hempen Strm Cable											
2	Main Sails,	Hawser	90	2		75 1/8		Stream Anchor		4 3/4		4 3/4	
2	Main Sails,	Towlines	90	6		90 1/2		Kedge		2 1/2		2 1/2	
2	Main Top Sails, and quality	Warp	90	4 1/2				2nd Kedge.		2		1 1/2	

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

Her Standing and Running Rigging are sufficient in size and new in quality. She has one Long Boat and one jolly boat

The present state of the Windlass is v.g Capstan v.g and Rudder v.g Pumps v.g

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?

six water-way flaps, three on each side, 3' x 2' 6"
Cargo Hatchways.—How formed? with Coaming 15" above flush of deck State size 7' 0" x 6' 0"

If of extraordinary size, state how framed and secured? none

What arrangement for shifting beams? none

Hatches, themselves, whether strong and efficient? yes

Main Hatchways.—State size 7' 0" x 6' 0"

Order for Special Survey, No.	DATES of Surveys	1st. When the Frame is completed
Date	held while build-	2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No.	ing, as per Section	3rd. When completed, and before the
Date	35.	plank be painted or payed
No.	in Builder's Yard.	

General Remarks.

This vessel has been most extensively repaired, and is now thoroughly sound throughout. She was re-caulked, but not metalled, a composition being applied, as in the case of most native owned vessels, which has been found to answer well in preserving the wood. No information can be obtained as to the anchors and cables now on board. I have satisfied myself however that they are in very good condition, and are not less in size and weight than as stated above.

last

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled none When last done none

I am of opinion this Vessel should be Classed A 1 in Red 6 yrs

The Amount of the Entry Fee£ 2 : : : received by me, Henry J. Woods
Special£ 6 : : : Jan 3 1890

(To be sent as per margin). Certificate .. - : 5 : :

Travelling Expenses, if any, £ ..

Committee's Minute TUES 14 JAN 1890

Character assigned A 1 Red

28.90-6 yrs

CPL1109/71



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