

WOOD SHIP.

(Received at London Office THUR. 27 APR. 1899)

4268 in R.R. No 4268 Survey held at Pentewan Date, first Survey 5 April Last Survey 25 April 1899
in the Wood Sp. Senhora da Garça Master not appointed
Tonnage under Tonnage Deck 112 Built at Esposende When built 1894 Launched not known
Ditto of Spar Deck, or Aching Deck 88 By whom built A. M. d'Araujo Owners T. Hitchens
Ditto of Poop, or Raised Qr. Dk. 88 Residence St Austell
Ditto of Houses on Deck 88 Port belonging to Lope Laceres Destined Voyage not
Ditto of Forecastle 88 If Surveyed while Building, Afloat, or in Dry Dock on Blocks
Gross Tonnage 88
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

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	86		23		5	8		8	one
Scandlings of Timber.									
Timber and Space	21		19						
Floors	6 1/2	11	7 1/2	7	6 1/2				
Foothooks	6 3/4	10	6 1/2	6	6				
Ditto	6 1/2	8 1/2	6 1/2	6	5 1/2				
Ditto	6	6 1/2	5 3/4	5 1/2	5				
Top Timbers	16		12 1/2	8	6				
Deck Beams, length amidships	21								
Hold Beams, length amidships	10	12							
Keel	10	12							
Scarp of Ditto	3 1/2	8							
Keelsons	16	16							
Scarp of Ditto	10	16							

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
Heel-Knee, & Deadw'd abaft	1 1/4	1 1/8	Transoms and throats of Hooks	1 1/2	1 1/8	Hold Beam		
Scarp of Keel, N°	1 1/4	1 1/8	Arms of Hooks	1 1/2	1 1/8	Bolts in		
Keelson Bolts through Keel at each Floor	1 1/4	1 1/8	Thro' Bilge and Limber Strakes	1 1/2	1 1/8	Deck Beam		
Bolts thro' Heels of Timbers against Deadwood	1 1/4	1 1/8	Thickstuff over Double Floors	1 1/2	1 1/8	Bolts in		
Frame Bolts	1 1/4	1 1/8	Butt End Bolts	1 1/2	1 1/8	Nails or Bolts in Flat of Deck		
			Short Bolts in Ceiling	1 1/2	1 1/8	Treenails		
			Pintles of the Rudder	1 1/2	1 1/8			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 8 1/2 Inches. The Space between the Top-Timbers is 8 1/2 Inches.

The Floors consist of Larch The First Foothooks of Larch
The Second Foothooks of Larch The Third Foothooks and Top Timbers of Larch
The Main Keelson is Oregon and free from all defects. The Shifts of the First and Second Foothooks are not less than 3" 0
(The Rider Keelson is nil) N.B. When less than prescribed by the Rule, state how many.
The Transoms, Knightheads, Hawse Timbers, & Aprons of good ditto. The rest of the Shifts of the Frame are insufficient
Deadwood, of Portuguese oak and good ditto. The Frame is well squared from First Foothook Heads upwards,
The Stem, and Stern Post of Portuguese oak ditto. and fairly free from sap, and from thence downwards, the frame is very good
The Deck and Hold Beams of Larch 8" The whole Frames are all bolted together to the Gunwale.
Breasthooks of Larch Knees of iron Handy N.B. If not, state how bolted oak 1 1/8
The Main piece of Rudder of Larch Windlass of Larch The Butts of the Timbers are all close together; their thickness not
(The Keel of chestnut) less than 1 1/8 of the entire moulding at that place.
The Frame is not choked with butt at each end of the cheek.

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

From the above named height to the Wales from Keel to gunwale
The Wales and Black-strakes nil
The Topsides & Sheer-strakes nil
The Spirketting and Plank-sheers nil
The Water-ways { Upper Deck nil
Lower Deck nil
The Decks Larch State of 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 3 & 4 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are not fittedThe Ceiling, Lower Hold, and between Decks Larch Shelf Pieces and Clamps Larch

Fastenings.—To Hold Beams — The main deck beams are doubled at the Hatches one beam spliced by 6 moulded the other 12 sided by 6 moulded and the same is fitted at the Masts.

Deck Beams 5 Pair of Handy Knees are fitted to the main deck beam and wood lodge Knees in way of the fore mast beams.

Number of Breasthooks Two Pointers nil Crutches nil
Butt End Bolts are of iron spikes in the Bottom four Bolts in each Butt End gone through and clenched.
Bilge and Limber Strakes nil bolted through and clenched. Treenails of a few at Hatches How Made
Thickstuff over Double Floors nil bolted through and clenched. General Quality of Workmanship very good

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

Surveyor's Signature L. H. Lacey Surveyor to Lloyd's Register of British and Foreign Shipping.

Builder's Signature

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	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.
		Chain						Bower Anchors					
	Fore Sails,	(State Machine where Tested, Date, or No of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No of Certificate, & Name of Superintendent.)					
	Fore Top Sails,	Iron Stream Chain						Stream Anchor					
		Ditto Ditto						Kedge					
	Fore Topmast Stay Sails,	Hempen Strm Cable						2nd Kedge.					
	Main Sails,	Hawser											
	Main Top Sails, and quality	Towlines											
		Warp											

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

Her Standing and Running Rigging hemp sufficient in size and Good in quality. She has one Long Boat and

The present state of the Windlass is Good Capstan — and Rudder Good Pumps Good

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?

Two Green Ports

Cargo Hatchways.—How formed? pine coaming State size

If of extraordinary size, state how framed and secured? small size

What arrangement for shifting beams? hite

Hatches, themselves, whether strong and efficient? Carling planked Main Hatchways.—State size

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

No. in Builder's Yard.

General Remarks. The workmanship very good the first futtocks are bucked close together under the keelson and fitted very close to the floor and fastened with an oak treenails 3 in each arm. The ceiling is fitted as per section attached, I had the frames ceiling and outside plank dubbed in places and find the material as stated as far as I can judge I have enclosed samples for your information, the 5 strakes of ceiling appears to be well fastened with through bolts and clinched on square plates inside I had two of these bolts started from the inside and started about one inch but could not reach the head on the outside, I am of opinion these are short bolts giving the appearance of through bolts, the outside planks are fastened with iron spikes 8 inches long by 1/2 square. The frames and plank are in a very good condition and I believe the deck beams have been cut out of straight timber steamed and bent to shape. I hereby recommend that a good 4" lumber strake to be fitted and the bottom ceiled with 2" Ketch pine or oregon the lumber strake to be through bolted, extra through bolts to be driven in the topside through the thick ceiling, and 4 through bolts to be driven in all butt from the upper part of the keels to keel, and ceiling fitted above the bilge when this is done I would recommend for so class 9A from 1894

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled — When last done —

I am of opinion this Vessel should be Classed 9A from 1894

The Amount of the Entry Fee £ 1 : 0 : 0 received by me, }
Special £ 5 : 12 : " 18 }

(To be sent as per margin). Certificate

Travelling Expenses, if any, £ 1. 3. 8 pd. 18/5/99.

Committee's Minute

Character assigned Not for Committee



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