

No. 2100 Survey held at Ipswich Date, first Survey April 1887 Last Survey 2 Dec 1887
on the Ketch Barge "Byculla" Master Friedrich Ruffles

Tonnage under Tonnage Deck

Ditto of Spar Deck, or Awning Deck

Ditto of Poop, or Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 85-71

Crew Space, as per Rule

Register Tonnage out on Beam 77-31

Engine Room 100

Register Tonnage, as a Steamer,
out on the Beam

Built at Ipswich When built 1887 Launched July 26th

By whom built W Bayley & Sons Owners Edward Carnham

Port belonging to Ipswich Chelmondiston W Ipswich
Destined Voyage Coasting

If Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39... 85 Feet. 5 Inches. Extreme Breadth Outside 20 Feet. 9 Inches. Depth of Hold 7 Feet. 4 Inches. Number of Decks One
Length of Keel 85 Feet. 5 Inches. IN SHIP. Moulded. REQUIRED PER RULE. Moulded. (Depth from limber-strakes to under side of lower deck beam)

Scantlings of Timber.

TIMBER AND SPACE	20			
Floors	8	6 1/2	9	
1 st Foothooks <i>1st Trans. Limbs</i>	6	-	-	
2 nd Ditto				
3 rd Ditto <i>Side Limbs</i>	6	6	4 1/2	
Top Timbers				
Deck } N ^o 14 Average }				
Beams } 4 8-8 Others	8	8	6	
Deck Beams, length amidships	19-6			
Hold } N ^o _____ Average }				
Beams } _____ Space }	-	-	-	
Hold Beams, length amidships	-	-	-	
Keel	10 1/2	4 1/2		
Scarps of Ditto	18 in			
Keelsons	13	13		
Scarps of Ditto	6			

Not provided for in Rules

Outside Plank.

Garboard Strakes	Inches.
Garboard to Ridge	3 1/2
Ridge Planks	16-4 1/2
Ridge to Wales	
Wales	1 1/4
Topsides	
Sheer Strakes	14-3 1/2
Plank Sheers	14 2 1/2
Water Upper Deck	
Ways Lower Deck	
Ditto, faying surface against Timbers	
Upper Deck	2 1/2

Dimensions of Ship per Register
length 85.4 breadth 20.7 depth 6.9

Inside Plank.

Limber Strakes	Inches.
Chime	2
Bilge Planks	2
Ceiling in Flat	2
Ditto Bilge to Clamp	2
Hold Beam Clamps	
Deck Beam Ditto	2
Ceiling 'twixt Decks	
Hold Beam Shelves	3
Deck Beam Ditto	4

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is — Inches. The Space between the Top-Timbers is — 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 English Oak and free from all defects. The Shifts of the First and Second Foothooks are not less than about 1/6

The Transoms, Knightheads, Hawse Timbers, & Aprons of English Oak. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of English Oak and ditto. The rest of the Shifts of the Frame are One sixth the main beam

The Stem, and Stern Post of English Oak ditto. The Frame is well squared from First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is

The Deck and and Beams of English Oak The Frames are — bolted together to the Gunwale.

The Breasthooks of English Oak & Iron N.B. If not, state how bolted

The Knees of English Oak The Keel of English Oak The Butts of the Timbers are Dovetail close together; their thickness not less than full of the entire moulding at that place.

The Main piece of Rudder of English Oak of Windlass of English Oak The Frame is — choaked with — Butt at each end of the chock.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Red pine & English Oak
Lower Chime or to the First Foothook Heads

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

From the Light Water Mark to the Wales Pitch pine & Red pine

The Wales and Black-strakes Red & Pitch pine The Topsides & Sheer-strakes English Oak

The Spilketting and Plank-sheers English Oak The Water-ways { Upper Deck

The Decks Red & Pitch Pine State of New Lower Deck

The Shifts of the Planking are not less than Five 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 Three between, and without step-butt.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch pine

The Ceiling, Lower Hold, and between Decks Sides pitch pine Flat & Oak Shelf Pieces and Clamps Pitch pine

Fastenings.—To Hold Beams

Deck Beams Shelfing is through bolted at every Limber, Six pairs of iron Standard knees with two bolts in floor, One pair short hanging knees as shown in sketch and a wood Lodging knee at each beam end.

Number of Breasthooks One Oak Two iron Pointers Suche Stern Crutches Two iron

Butt End Bolts are of Iron in the Bottom Two Bolts in each Butt End One through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English Oak How Made Muddled

Thickstuff over Double Floors Iron bolted through and clenched. General Quality of Workmanship Fairly good & Strong

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

Builder's Signature W Bayley & Sons

Surveyor's Signature Edw Robertson

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

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain	125	3 1/2	13 1/2	120 3/4	10 1/2	Bowers	2	5-0-14			
1	Top Sails,	(State Machine where Tested, and name of Superintendent).	15	1 3/8	15 5/10			(State Machine where Tested, and name of Superintendent).		4-2-14	7-0-00	8 1/2	
3	Fore Topmast	Hempen Stream	30408	3 1/2				Stream	1	2-3-21	5-10-00	1 1/2	
1	Stay Sails,	Cable	360	2 1/2				Kedges	1	1-0-16	with Stock	1/2 Cutt	
1	Main Sails,	Hawser	60	7 1/2	1 Baps	75-5 1/2							
1	Main Top Sails,	Towlines	60	3		90-3							
and 1 Mizzen	Warp	All of good quality											

Her Standing and Running Rigging Wire & Rope sufficient in size and good in quality. She has One Long Boat and 1 1/2 fur.

The present state of the Windlass is new Turkish Capstan Winch and Rudder good Pumps Four Iron with Lead Suction

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?

Spaces cut in the Lower edge of Bulwork which are doled.

Cargo Hatchways.—How formed? Half Beams & Comings State size 30 feet by 9 For Hatch 6 x 6

If of extraordinary size, state how framed and secured? Half beams well secured to side by short knee planks

What arrangement for shifting beams? One 7 1/2 inch Oak Beam fitted with screws

Hatches, themselves, whether strong and efficient? good & strong Main Hatchways.—State size 30 feet by 9 feet

Order for Special Survey,

No. _____ Date _____

Order for Ordinary Survey,

No. _____ Date _____

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed April 1886 First

2nd. When the Beams are put in, &c. 18 visits

3rd. When completed, and before the plank be painted or payed Dec 5th 1887 Last

General Remarks.

This vessel was surveyed by me while under building, she is constructed with a fine bow & square. Lueder stern, and was built under a close roof sheet. The entire frame flat of Ceiling sheer strake and covering board is of English Oak. The keel is of English elm of good quality and fairly well wrought, and strongly fastened. The outside plank from the chime to sheer strake is in two thicknesses the first being 1 1/4 inch Norway red pine, the second or outer thickness 1 1/2 inch pine, with felt between and the edges set with hair as is also the edges of the bottom so as to dispend with caulking. English Oak navel knees are fitted at ~~every~~ alternate spaces along the square chime. The first two planks next the keel are bolted through and clinched, the remainder of the flat of bottom is chain bolted at alternate spaces all the iron fastenings are galvanized she is well fastened. Strongly built and well found in all new stores the anchors and chains are tested as require by rule except the best bower the weight 5-0-14 including stock and 30 fathom of 3 1/2 in warp instead of 45 fathoms 3/16 chain.

I therefore beg most respectfully to recommend this vessel to the favourable consideration of the Committee as eligible to be classed 10.A that is 9 years under table A 1 year roof and to be marked 10+A

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 10 A

The Amount of the Entry Fee, £ 1 is received by me, at Sep.

Travelling Expenses, Special £ 4 17/8

(if any) £ _____ Certificate £ 2 6

Committee's Minute

TUESDAY 13 DEC 1887

FRIDAY 17 FEB 1888

Character assigned

10 A - for 10 Years

It is submitted that this vessel appears worthy of the favourable consideration of the Committee to be classed 10A—as recommended 9 years table A (Barge) 1 year Roof

Lasep
as. 23/10/88

A 1 for 10 years

Roof
(pt. Red Pine planking)

13/12/87

Lloyd's Register
Foundation