

# WOOD SHIP.

(Received at London Office) **MON. 28 NOV. 1892**

No. **2413** Survey held at **Portsmouth** Date, first Survey **May 31** Last Survey **November 26 1892**  
 in the **Ketch Barge Corinthian** Master **Charles Dorell**  
 Tonnage under Tonnage Deck **21.54** Built at **Portsmouth** When built **1892** Launched **November 4<sup>th</sup>**  
 Ditto of Spar Deck, or Awaiting Deck  
 Ditto of Poop, or Raised Or. Dk.  
 Ditto of Houses on Deck **2.74** By whom built **Prof. Fellows & Son** Owners **Walker & Howard**  
 Ditto of Forecastle Gross Tonnage **94.33** Residence **28 Mark Lane London E.C.**  
 Less Crew Space, as per Rule Register Tonnage, cut on Beam **83.57** Port belonging to **London** Destined Voyage **Coasting**  
 Engine Room (if a Steamer)  
 Register Tonnage, as a Steamer, cut on the Beam .....  
 If Surveyed while Building, Afloat, or in Dry Dock **While Building**

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	87	5	21	3	7	9	7	9	One
(Depth from limber-strakes to under side of lower deck beam 7-1)									
<b>Dimensions of Ship per Register,</b>									
length 87.5 breadth 21.3 depth 7.9									
<b>Outside Plank.</b>									
Garboard Strakes	3								
Garboard to Bilge	3								
Bilge Planks	Chime								
Bilge to Wales	2 1/2								
Wales	4-11								
Topsides									
Sheer Strakes	4-12								
Plank Sheers	3								
Water Upper Deck									
Ways Lower Deck									
Ditto, faying surface against Timbers									
Upper Deck	3								
<b>Inside Plank.</b>									
Limber Strakes	2 1/2								
Bilge Planks	Chime								
Ceiling in Flat	2 1/2								
Ditto Bilge to Clamp	2 1/2								
Hold Beam Clamps									
Deck Beam Ditto									
Ceiling 'twixt Decks									
Hold Beam Shelves									
Deck Beam Ditto									

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.
Keel-Knee, & Dead'd abaft		1		Transoms and throats of Hooks		3/4		Hold Beam	
Arms of Keel, N <sup>o</sup> . 2				Arms of Hooks		3/4		Bolts in	
Keelson Bolts through Keel		1		Thro' Bilge and Limber Strakes		3/4		Deck Beam	
at each Floor				Thickstuff over Double Floors		3/4		Bolts in	
Bolts thro' Heels of Timbers		1 1/4		Butt End Bolts		3/4		Waterway	
against Deadwood		1 1/4		Short Bolts in Ceiling		nails		Knees	
Frame Bolts		1 1/4		Pintles of the Rudder		2		Shelf or Clamp	

**Planking.**—The Space between the Floor Timbers and Lower Foothooks is — Inches. The Space between the Top-Timbers is — Inches.  
 Floors consist of **English Oak** The First Foothooks of **English Oak**  
 Second Foothooks of **English Oak** The Third Foothooks and Top Timbers of **English Oak**  
 Main Keelson is **Pitch pine** and **free** from all defects. The Shifts of the First and Second Foothooks are not less than **1/6**  
 The Rider Keelson is — N.B. When less than prescribed by the Rule, state how many.

Transoms, Knightheads, Hawse Timbers, & Aprons of **English Oak** ditto.  
 Deadwood, of **Lower pine** aft **English Oak** and — ditto.  
 Stem, and Stern Post of **English Oak** ditto.  
 Deck **and** Beams of **English Oak**  
 Foothooks of **English Oak** & **Iron** Knees of **English Oak**  
 Main piece of Rudder of **English Oak** Windlass of **English Oak**  
 Keel of **Fore & Aft** **English Oak** **Minister pitch pine**  
 The Butts of the Timbers are **well** close together; their thickness not less than **full** of the entire moulding at that place.

**Planking Outside.**—From the top of the Keel to two-fifths the depth of Hold, the Plank is **pitch pine** **English Oak** & **Iron**  
 From the above named height to the Wales **The Chime plank English Oak** from that height to Wales **pitch pine** in two thicknesses  
 Wales and Black-strakes **English Oak** The Topsides & Sheer-strakes **English Oak**  
 Plank-sheers **English Oak** The Water-ways { Upper Deck  
 Decks **Pitch pine** State of **New** Lower Deck  
 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-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are **pitch pine**  
 Ceiling, Lower Hold, and between Decks **pitch pine** Shelf Pieces and Clamps **pitch pine**  
**Fastenings.**—To Hold Beams

Beams **Shelf** is through bolted at each frame the beam are bolted down to shelf with one rod lodgen pine at each beam end and five pairs of iron Hammered Pine fitted with a bolt in the floor & beam arm  
 Number of Breasthooks **One wood two Iron** Pointers — Crutches **One wood two Iron**  
 End Bolts are of **Iron** in the Bottom **two** Bolts in each Butt End **One** through and clenched.  
 Limber Strakes **Iron** bolted through and clenched. Treenails of **English Oak** How Made **Minister**  
 Thickstuff over Double Floors **Iron** bolted through and clenched. General Quality of Workmanship **Good & Strong**  
 We certify that the above is a correct description of the several particulars therein given.  
 Surveyor's Signature **Henry Fellows & Son** Surveyor to Lloyd's Register of British and Foreign Shipping.

185429-0160



N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
1	Fore Sails,	Chain .....	60	7/8	9 9/16	120-13	Lipton	Bower	2	4-1-15	6-17-2-0	4-1-0	Lipton
1	Byssack	(State Machine where Tested, Date, or No of Certificate, & Name of Superintendent.)	60	7/8				Anchors					
1	Fore Top Sails,	Iron Stream Chain	45	1/2				(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
3	Fore Topmast Stay Sails,	Ditto Ditto											
1	Fore Topmast Stay Sails,	Hempen Strm Cable											
1	Fore Topmast Stay Sails,	Hawser .....	60	8	1 Bass	75-5 1/2	E R Lipton	Stream Anchor	1	1-2-7	4-1-2-7	1-1-0	12833
1	Main Sails, Pkwy	Towlines .....	60	5 1/2				Kedge ....	1	90 0/100		2-0	E R Lipton
1	Square Sail	Warp .....	60	3 1/2				2nd Kedge.					
2	Main Top Sails, and quality		60	3 1/4	Hemp	90-3							

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

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has one Long Boat and 15 1/2 feet x 5-5 x 2-8.

The present state of the Windlass is new pump Capstan Wrench and Rudder new Pumps four iron with iron duckens

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?

The wash board left up above covering board

Cargo Hatchways.—How formed? Carling & Half beams State size 28-10 x 9-3 x 1-3 For Hatch 7-4 x 7 x 1-1 1/2

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

What arrangement for shifting beams? One 5" Oak Secured by set screws

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 28-10 x 9-3 x 1-3

Order for Special Survey, No.	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>May 31</u>	<u>June 24</u>
Date		2nd. When the Beams are put in, &c.	<u>August 21</u>	<u>Oct 24</u>
Order for Ordinary Survey, No.		3rd. When completed, and before the plank be painted or payed	<u>Completed</u>	<u>November 26</u>
Date <u>March 1/92</u>				
No. <u>2</u> in Builder's Yard.				

General Remarks. This vessel was surveyed by me while building. She is constructed with a fine bow, round stern & a long straight chime. Her entire frame is of English oak, except the keel which is English elm and with a pitch pine middle. & the keelson which is pitch pine. The sheers & the keel one down with the covering board is English oak. There is a English oak navel timber between every third space in the square body. The frame is well squared and well wrought. The outside planking from the chime to wales is pitch pine in two thickness viz 2" & 1 1/2" with felt between. The chimes are English elm. The floor of the bottom is pitch pine the end of same english oak & elm. The outside planking throughout is fitted with square edges set with tar & hair to dispence with caulking. The inside plank together with the keel clamp & chime is pitch pine. The fastenings are english oak Treennails & galv iron bolts. She is well & strongly built and well furnished with all new stores.

I therefore beg to recommend this vessel to the favourable consideration of the committee as eligible to class 10 years A1 in the society register book that is 9 years Table A 1 year mixed material. & to be marked 10 A1 from November 1892.

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 A1

The Amount of the Entry Fee .. .. £                      : received by me,                       
Special .. .. £                      : Nov 26 1892

(To be sent as per margin). Certificate .. ..                     

Travelling Expenses, if any, £ 4-00

Committee's Minute TUES. 29 NOV 1892

Character assigned 10 A1

Larper 9 & 12 yrs. Mat.

White Sp. 11/29/92

GIB

Surveyor to Lloyd's Register of British and Foreign Shipping  
This vessel has been built under special survey and in accordance with the approved middle ship section. The framing, beams and shear strakes are of English oak, 12 years material, and the remainder of the material of Pitch Pine 9 & 12 years material. It is submitted that she appears worthy of the favourable consideration of the Committee to be classed 10 A1 as recommended, viz 9 years under Table A 1 year for mixed material. See 34.  
10 A1 (9 & 12 yrs. mat.) GIB

Lloyd's Register  
Foundation

28/11/92