

WOOD SHIP.

(Received at London Office) JULY 1888

No. *Survey held at London* Date, first Survey *9th April* Last Survey *27 April 1888*
 in the *Wood Sailing Barge "Birthday" Ketch.* Master
 Tonnage under Tonnage Deck *167.91* Built at *Charlton - Kent* When built *1879* Launched
 Ditto of Spar Deck, or Awning Deck By whom built *W. Cory & Sons.* Owners *G. A. Rooke*
 Ditto of Poop, or Raised Qr. Dk. Port belonging to *London.* Residence *East Lane Bermondsey*
 Ditto of Houses on Deck *Excess hatch 3.23* If Surveyed while Building, Afloat, or in Dry Dock *On Talbot's Ways*
 Ditto of Forecastle
 Gross Tonnage *71.14*
 Less Crew Space, as per Rule *5.97*
 Register Tonnage, cut on Beam *65.17*
 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	39	8 3/4	19	4 1/2	6	8	1		
Scantlings of Timber.									
TIMBER AND SPACE									
Floors	19 1/2"		6 1/4"						
1st Foothooks	6		6						
2nd Ditto									
3rd Ditto									
Top Timbers									
Deck No 12	8		8						
Beams									
Deck Beams, length amidships	17' 10 1/2"								
Hold No									
Beams									
Hold Beams, length amidships									
Keel	10 1/2"		4		15				
Scarp of Ditto									
Keelsons	14		15						
Scarp of Ditto									
Outside Plank.									
Garboard Strakes	4								
Garboard to Bilge	4								
Bilge Planks	14 x 4								
Bilge to Wales	2								
Wales	2								
Topsides	2								
Sheer Strakes	8 x 3								
Plank Sheers	7 1/4 x 3								
Water Upper Deck	3 x 11								
Ways Lower Deck									
Ditto, faying surface against Timbers									
Upper Deck	3								
Inside Plank.									
Limber Strakes	3								
Bilge Planks	9 x 8								
Ceiling in Flat	3								
Ditto Bilge to	2 1/4								
Hold Beam Clamps									
Deck Beam Ditto	3								
Ceiling 'twixt Decks									
Hold Beam Shelves									
Deck Beam Ditto	7 x 6 1/2								

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

Copper or YM in Ship	Iron in Ship	Inches required per Rule	Copper or YM in Ship	Iron in Ship	Inches required per Rule	Copper or YM in Ship	Iron in Ship	Inches required per Rule
Heel-Knee, & Deadw'd abaft		1/4	Transoms and throats of Hooks		7/8	Hold Beam		
Scarp of Keel, No		1/4	Arms of Hooks		3/4	Bolts in		
Keelson Bolts through Keel		1/4	Thro' Bilge and Limber Strakes		3/4	Deck Beam		
at each Floor		1/4	Thickstuff over Double Floors		1/2	Bolts in		
Bolts thro' Heels of Timbers		1/4	Butt End Bolts		1/2	Nails or Bolts in Flat of Deck		
against Deadwood		1/4	Short Bolts in Ceiling		1/4	Treenails		
Frame Bolts		1/4	Pintles of the Rudder		1/4			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *12* Inches. The Space between the Top-Timbers is *12* 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 Rider Keelson is *English oak*) The Shifts of the First and Second Foothooks are not less than *12* Inches.
 N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of *English oak* ditto. The rest of the Shifts of the Frame are *English oak*
 Deadwood, of *English oak* and ditto. The Frame is *well* squared from First Foothook Heads upwards,
 The Stem, and Stern Post of *English oak* ditto. and is free from sap, and from thence downwards, the frame is *English oak*

The Deck and Hold Beams of *English oak* The Frames are *English oak* bolted together to the Gunwale.
 Breasthooks of *English oak & iron* Knees of *English oak & iron* N.B. If not, state how bolted

The Main piece of Rudder of *English oak* Windlass of *English oak* The Butts of the Timbers are *English oak* close together; their thickness not
 (The Keel of *English oak*) less than *12* 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 in flat*. The Frame is *not* chocked with *Butt* at each end of the chock.

From the above named height to the Wales *Upper & lower chime are English elm; above this English oak*.
 The Wales and Black-strakes *English oak* The Topsides & Sheer-strakes *English oak*

The Spirketting and Plank-sheers *English oak* The Water-ways *Upper Deck*
 The Decks *pitch pine* State of *good* *Lower Deck*

The Shifts of the Planking are not less than *5* Feet *0* Inches. N.B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Limber strakes & ceiling in flat pitch pine. Bilge keelson English oak*
 The Ceiling, Lower Hold, and between Decks *Red pine above bilge keelson* Shelf Pieces and Clamps *English oak*

Fastenings.—To Hold Beams *iron* We certify that the above is a correct description of the several particulars therein given.

Deck Beams *3 pairs of staple iron hanging knees in way of main latch. English oak lodging knees.*

Number of Breasthooks *one of English oak* Pointers *iron strap 6" x 1/2" at each end* Crutches *one - English oak*
 Butt End Bolts are of *iron* in the Bottom *one* Bolts in each Butt End *is* through and clenched.

Bilge and Limber Strakes *is* bolted through and clenched. Treenails of *English oak* How Made *by mauling machine.*
 Thickstuff over Double Floors *is* bolted through and clenched. General Quality of Workmanship *good*

Builder's Signature *J. H. Truscott* Surveyor's Signature *J. H. Truscott*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

48579

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.
	Fore Sails,	Chain						Bower Anchors					
	Fore Top Sails,	Iron Stream Chain						Stream Anchor					
	Fore Topmast Stay Sails,	Ditto Ditto				45-76		Kedge					
	Main Sails,	Hempen Strm Cable						2nd Kedge.					
	Main Top Sails, and quality	Hawser	30	9 ³ / ₄ in		75-5							
		Towlines	60	2 ¹ / ₂ inch wire.		90-3							
		Warp	60	5 ³ / ₄ inch									
			40	4 ¹ / ₂ inch									
			60	4 ¹ / ₂ inch									

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

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

The present state of the Windlass is good Capstan winch good and Rudder good Pumps 4 of 6" gross

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?

Solid oak bulwarks 3" thick—height 12 ft. Small openings 2" to 3" deep at intervals of about 7 ft.

Cargo Hatchways.—How formed? By Oak coamings & headledges

State size Main hatch 28' 10" x 9 ft. Fore hatch 6' 1" x 6' 5"

If of extraordinary size, state how framed and secured?

Half beams 3 1/2 ft. spacing or at alternate timbers. Coamings 15" x 3 1/2" (Eng. oak) at main hatch

What arrangement for shifting beams?

In the middle of main hatch 1 oak shifting beam & iron rod 1 5/8" diam. Rod fore & after

Hatches, themselves, whether strong and efficient?

yes

Main Hatchways.—State size 28' 10" x 9 ft

Order for Special Survey, No.

Date

Order for Ordinary Survey, No.

Date

No. ✓ in Builder's Yard.

DATES of Surveys held while building, 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

General Remarks. The outside planking is worked in one thickness, with hair felt & tar at butts & edges.

The edges of the flat of bottom are close. The edges of outside planking above chime are rabbeted. Double straps or double naval knees 3 1/2" x 2" worked on each side of 8 timbers & floors—on each side of barge—length of each arm of knee 3 1/2 ft. & the side timbers to which these are attached, are sided 8".

The vessel has been placed on ways. The whole of outside planking above the upper chime has been heightened. The bottom examined. The hold, air courses and timbers cleared. A stroke of inside planking removed fore & aft on each side in the flat—and a liking cut out of the ceiling at side, fore and aft on both sides. The timbers examined and found in good condition. Several treenails & some bolts driven out at various parts and found good. The windlass ends examined and its wood lining sufficiently stripped for examination. The masts and spars examined.

There are anchors & chain cables on board—but there is no evidence that they have ever been tested at a machine recognized by the Committee—it is believed they were tested at a private machine if tested at all.

This vessel appears eligible to be classed 8 A for material Table A.

1 A for mixed materials

9 years A from 1879

And to be Continued 3 years A from 1888

Present condition of Caulking of Bottom Hair felt & tar—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

9 A— from 1879 & Cont'd 3 A from 1888.

J. H. Truscott.

The Amount of the Entry Fee £ 1 : : received by me, NC 11/8

Special £ 4 : 4 : 17/11 1878

(To be sent as per margin). Certificate 0 : 2 : 6 all

Committee's Minute

TUES TO JULY 1888

Character assigned

9 A—

Cont'd 3 A— from 1888 8 1/2 yrs material

It is submitted that this vessel appears worthy of the favorable consideration of the Committee to be classed as recommended

9 A— 8 1/2 yrs Table A for mixed materials

Cont'd 3 yrs A— from 1888

10/12/88