

WOOD SHIP.

(Received at London Office)

MS

9 AUGUST 1888

No. 5715 Survey held at Anstruther Date, first Survey 4th Octbr. 1887 Last Survey 3rd August 1888
 on the Screw Steamer "Barbaras" 2 masts, ketch rigged. Master H. Gibson 84-88
 Tonnage under Tonnage Deck 90.91 Built at Anstruther When built 1887 & 88 Launched 24th May
 Ditto of Spar Deck, or Awaiting Deck
 Ditto of Poop, or Raised Or. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 93.42 Owners H. Jarvis
 Less Crew Space, as per Rule 6.39 Residence Anstruther
 Register Tonnage, cut on Beam 36.28 Port belonging to Kirkcaldy Destined Voyage Shields
 Engine Room (if a Steamer) 29.89
 Register Tonnage, as a Steamer, cut on the Beam 57.14 If Surveyed while Building, Afloat, or in Dry Dock While building & afloat

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside ..	Feet.	Inches.	Depth of Hold ..	Feet.	Inches.	Number of Decks
Length of Keel	82	6	20	6	9	9	9	9	One
Scantlings of Timber.									
Timber and Space	19								
Floorboards	7 1/2	9	7	7 1/2	7 1/2				
Foothooks	7	7	6	7	7				
Ditto									
Ditto									
Top Timbers	6	4 3/4		4 1/2	4 1/2				
Deck { No. 1 } Average { 4' 6" }	9 1/2	9 1/2	8	9 1/2	9 1/2				
Beams { 5 pairs halfbeams }	9	9	8						
Deck Beams, length amidships 19 ft.									
Hold { No. 1 } Average { }									
Beams { }									
Hold Beams, length amidships ..									
Keel	9	9		9	9				
Scarpings of Ditto	6 feet								
Keelsons	10	9		10	10				
Scarpings of Ditto	6 feet								

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
Heel-Knee, & Deadw'd abaft		15/16	15/16	Transoms and throats of Hooks	11/16	13/16	13/16
Scarpings of Keel, No. 10	3/4	3/4	3/4	Arms of Hooks	11/16	13/16	13/16
Keelson Bolts through Keel		15/16	13/16	Thro' Bilge and Limber Strakes	11/16	10/16	10/16
at each Floor		11/16	11/16	Thickstuff over Double Floors ..	7 in spikes	2	2
Bolts thro' Heels of Timbers		9/16	9/16	Butt End Bolts			
against Deadwood		9/16	9/16	Short Bolts in Ceiling			
Frame Bolts		9/16	9/16	Pintles of the Rudder			

Timbering. — The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of French Oak The First Foothooks of French Oak
 The Second Foothooks of Do The Third Foothooks and Top Timbers of Do
 The Main Keelson is Pitch Pine and is free from all defects. The Shifts of the First and Second Foothooks are not less than 3 ft 4 in
 The Rider Keelson is Am. Elm N.B. When less than prescribed by the Rule, state how many.
 The Transoms, Knightheads, Hawse Timbers, & Aprons of Do ditto. The rest of the Shifts of the Frame are good
 Deadwood, of French Oak and Do ditto. The Frame is well squared from First Foothook Heads upwards,
 The Stem, and Stern Post of Do ditto. and is free from sap, and from thence downwards, the frame is well squared
 The Deck and Hold Beams of Do and Larch The Limbers of Frames are each bolted together to the Gunwale.
 Breasthooks of Oak & iron Knees of iron N.B. If not, state how bolted
 The Main piece of Rudder of French Oak Windlass of iron The Butts of the Timbers are butted close together; their thickness not
 The Keel of Am. Elm less than 3 of the entire moulding at that place.
 The Frame is cross choaked with French Oak Butt at each end of the chock.

Planking Outside. — From the top of the Keel to two-fifths the depth of Hold, the Plank is P. Pine, Larch & 2 strakes Am. Elm
 From the above named height to the Wales Do Do

The Wales and Black-strakes P. Pine & Larch The Topsides & Sheer-strakes Do Do & 1 strake Oak
 The Spirketting and Plank-sheers Engl. Oak The Water-ways { Upper Deck P. Pine
 The Decks State of Good Lower Deck Do
 The Shifts of the Planking are not less than 6 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 carvel, two or more between, and without step-butting.

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

The Ceiling, Lower Hold, and between Decks Do Shelf Pieces and Clamps P. Pine

Fastenings. — To Hold Beams

Deck Beams 4 pairs of long diagonal hanging knees & iron staple lodging knees all fore & aft

Number of Breasthooks 2 Pointers one Crutches one

Butt End Bolts are of yellow metal in the Bottom two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes Do bolted through and clenched. Treenails of Not any How Made 2019

Thickstuff over Double Floors Do bolted through and clenched. General Quality of Workmanship Good

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

Builder's Signature William Jarvis Surveyor's Signature H. Gibson

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

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	60 1/2	3 1/4	15.2.2.0	120 fath.	Robertson & Co. Leam.	Bower					
	Fore Top Sails,	Iron Stream Chain	60 1/2	3 1/4	10.2.2.0	3 1/4 fath.	17207	Anchors	1	4.0.4	6 1/2 t.	4.1.0	23695
	Fore Topmast Stay Sails,	Ditto Ditto					Not tested as per Rule		1	4.2.1	7	4.1.0	23642
	Main Sails,	Hempen Strm Cable					Lewis's Chain Cable	Stream					
	Main Top Sails, and quality	Hawser	75	6		75 6	Proof house on the Dudley Canal	Anchor	1	1.2.6	4.1.2.7	1.1.0	23715
		Towlines						Kedge ...	1	0.2.0		0.2.0	
		Warp	90	4		90 4		2nd Kedge.					

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 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?

3 scuppers & 2 wash ports on each side

Cargo Hatchways.—How formed? Pine beams bolted to beams State size 20" x 1 1/2"

If of extraordinary size, state how framed and secured? Framed as per approved drawing

What arrangement for shifting beams? 2 strong iron shifting beams & wood fore & after

Hatches, themselves, whether strong and efficient? yes, 2 1/2" solid Main Hatchways.—State size 22 ft x 8 ft.

Order for Special Survey, No. <u>437</u>	DATES of Surveys	1st. When the Frame is completed	<u>Built under special survey while building</u>
Date <u>4th Octbr '87</u>	held while building, as per Section	2nd. When the Beams are put in, &c.	<u>1887:—Octbr. 14. 27. Decbr. 20.</u>
Order for Ordinary Survey, No. <u>—</u>	35.	3rd. When completed, and before the plank be painted or payed	<u>1888:—Feb. 6, March 7, May 9, July 16, Aug 3</u>
Date <u>—</u>			
No. <u>16</u> in Builder's Yard, Letters on this case:—			<u>1887, 9th Aug. 6th Octbr. 31st Octbr. 28th Decbr. 1888, 8th Feb.</u>

General Remarks.

Workmanship & Material Good

This vessel is built in accordance with the accompanying drawings, 2 in number, approved by the Committee & in conformity with the Rules.

All Wood materials used in her construction is of not less than the 9 years grade, except the Am. Elm Rider Keelson.

The fastenings of bottom planking are of yellow metal, those above load line & the middle line bolts of galvanized iron.

Diagonal iron straps are fitted outside timbers as per Section 39 of the Rules.

Instead of 45 fath. 3/16, the builder has supplied 60 fath. 10/16 galvanized stream chain, which he had in stock & has not been tested on a recognized machine.

The Machinery Report is sent herewith.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Coated with Tar When last done Now

I am of opinion this Vessel should be Classed A 1 for Coasting Purposes.—Rider Keelson Am. Elm

The Amount of the Entry Fee£ 1 : : : received by me, the figure 1 is recommended subject to the Committee's approval of untested stream chain.

Special£ 5 : 5 : : 8th Aug 1888

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

Travelling Expenses, if any, £ 6 : 0 : 8

Committee's Minute

FRIDAY 10 AUGUST 1888

Character assigned

Lmb 888

A 1 for 9 yrs for Coasting Purposes

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

This vessel appears to be eligible to be classed A 1 for Coasting purposes as recommended, excepting that the stream chain of 60 fathoms 10/16 diameter has not been tested at a Public Machine. It is submitted might be accepted by the Committee in this case

Rider Keelson Am. Elm

Lloyd's Register Foundation

LH 5
No. 5757
No. in
Reg. Book.

on the

Master W. G.

Engines made at

Boilers made at

Registered Horse

ENGINES,

Description of 1

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Diameter of Scr

Diameter of ser

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No. of Bilge pu

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Is the screw sha

BOILERS, &

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Area of each val

Are they fitted w

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Diameter of ric

Per centage of str

Size of compenso

Outside diameter

Greatest length b

Pitch of stays to

rules 700

Pitch of stays to

smallest part

Greatest pitch of

plates, front

Diameter of Sup

Pitch of rivets

Distance between