

# WOOD SHIP.

WED. 10 SEP 1902

o. 10 185 Survey held at Leith  
the Sloop "Elegance"

Date, first Survey of 1<sup>st</sup> Aug 1902 Last Survey 9<sup>th</sup> left 1902  
18

NNAGE under Tonnage Deck

% of Spar Deck, or Awning Deck

% of Poop, or Raised Qr. Dk.

% of Houses on Deck

% of Forecastle

oss Tonnage

ov Space, as per Rule

ister Tonnage, cut on Beam

ine Room

ister Tonnage, as a Steamer, {

ut on the Beam .....

69.6

61.34

Built at Hardwick

When built 1892.

Launched date sent 5/9/02

By whom built will be sent shortly

Owners Dominion Syndicate Ltd.  
110 Fenchurch Street, London E.C.

Destined Voyage Newfoundland

Port belonging to London.

If Surveyed while Building, Afloat, or in Dry Dock at Leith in August 1902.

— all as far as now possible to ascertain. —

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
th as per section 39	46	8		21	4		8	10	Number of Decks one
th of Keel	40	0							
antlings of Timber.			Extreme Breadth Outside ..	18					
ER AND SPACE	23	6	IN SHIP.	Moulded.	REQUIRED PER RULE.	Moulded.			
S	5	0	Middle.	Ends.	Middle.	Ends.			
oothooks	8½	to	9½	9½ to 10½	4				
Ditto			Gradually reduced	8½ to 9½	Gradually reduced				
Timbers	4	0		5	7½	to			
{ N° 24 Average Space } 25½ 12	10½				4				
and 6 pairs of ½ beams. 3	1½								
Beams, length amidships ..	19 ft 8 in.								
{ N° Average Space }	—								
Beams, length amidships ..	—								
in 2 lengths. 10	x	13		8	x	8			
hs of Ditto .....	58 in.			48 in.					
ons .....	in 2 lengths. 12	x	11½	9	x	9			
hs of Ditto .....	63 in.			54 in.					
also an outer keel 10 + 5½, and a false keel 10 + 4½.									
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.
Transoms and throats of Hooks				Hold Beam Bolts in				Waterway ..	
Arms of Hooks .....								Knees .....	
Thro' Bilge and Limber Strakes								Shelf or Clamp .....	
Thickstuff over Double Floors ..									
Butt End Bolts .....									
Short Bolts in Ceiling .....									
Pintles of the Rudder .....									

**bering.** — The Space between the Floor Timbers and Lower Foothooks is  $\frac{1}{2}$  to  $\frac{1}{2}$  Inches. The Space between the Top-Timbers is  $1\frac{1}{2}$  Inches. The First Foothooks of Norway Red Pine. The Third Foothooks and Top Timbers of  $8-1=7$ . The Shifts of the First and Second Foothooks are not less than sufficient. N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are sufficient! The Frame is fairly well squared from First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is fairly squared. The Frames are treenailed or bolted together to the Gunwale. N.B. If not, state how bolted. The Butts of the Timbers are fitted close together; their thickness not less than  $\frac{1}{3}$  of the entire moulding at that place. The Frame is cross chocked with proper Butt at each end of the chock. The Planking is wrought three between, and without step-butting. Shelf Pieces and Clamps

Transoms, Knightheads, Hawse Timbers, & Aprons of Norway Red Pine ditto. wood, of Norway Red Pine and ditto. Stem, and Stern Post of Continental Oak ditto. Deck and Hold Beams of Dantzig, Memel & Norway Red Pine. Knees of wrought iron. Main piece of Rudder of Dantzig Pine Windlass of Dantzig Pine. Keel of Norway Red Pine.

**aking Outside.** — From the top of the Keel to two-fifths the depth of Hold, the Plank is Norway Red Pine. The Topsides & Sheer-strakes

Wales and Black strakes. The Waterways

Decks Norway Red Pine State of Good. The Upper Deck Norway Red Pine. The Lower Deck Norway Red Pine.

Shifts of the Planking are not less than  $\frac{1}{2}$  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.

**aking Inside.** — The Limber-strakes and Bilge-strakes are Norway Red and Dantzig Pine. The Planking is wrought three between, and without step-butting.

Ceiling, Lower Hold, and between Decks

enings. — To Hold Beams

Beams Five pairs of judiciously placed iron hanging knees.

The deck beams are very closely spaced, being on an average only  $25\frac{1}{4}$  apart, and are all dovetailed to the shelf.

er of Breasthooks two Pointers Crutches two

Ind Bolts are of Salvot iron in the Bottom 3 or 2 Bolts in each Butt End one through and clenched.

and Limber Strakes Salvot iron bolted through and clenched.

stuff over Double Floors bolted through and clenched.

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

ler's Signature ✓

Surveyor's Signature

J. D. Gairdner.

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

LTH569-024522

LTH569-024522

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supndt.	ANCHORS. N°.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Supndt.
One Fore Sails, Belt Curt Fore Top Sails, and 1 spare	Chain (State Machine where Tested Date No. of Certificate, & Name of Superndt.)	15' 27/32 17.58/stone	105' 11/16 11.47/50.20	22-8-02 22-8-02 207/8	29.80/24030/	total	Bower Anch'rs	5334	5.2-25/8.0.2.14/3.2.0/	24.4/	29.8.0/	207/8
Iron Str'm Chain	120' total	120' 14/16	Ditto do.	5335	5.0-24/9.4.2.0/3.2.0/	10.2.27-total	4.0.0/					
Hmpn Strm Cbl. Hawser	45' 13/16 6 tons.	45-13/16 still wire	Stream ....	1.1.0	—	0.3.0/						
Towlines	130' 6 1/2 manilla.	75-5	Kedge .....	0.2.0	—	0.2.0/						
Warp	90' 5"	90-3	Ditto .....	—	—	—						
Main Sails, Main Top Sails, and	quality good	and smaller.										

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

Her Standing and Running Rigging is **sufficient** in size and **good** in quality. She has one **Long Boat** and one **18ft** **pram**.

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?

**Hinged wash ports**

**Cargo Hatchways.**—How formed? **properly framed with carlings.** State size **Main hatch 6'-1" x 4'-2":**

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? **None required:**

**Hatches,** themselves, whether strong and efficient? **Yes.**

**Main Hatchways.**—State size as above. **6'-1" x 4'-2":**

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 ✓		

Vessel not beammed during construction

No. in Builder's Yard.

**General Remarks.** This small wood vessel is 10 yrs old, and is now to be placed on the British Register. She is classed 3/3 in the Norwegian Veritas and it will be observed from the sheathing and iron hinging knees used in her construction that she has been built practically up to requirements for a 200 ton ship; she is consequently very strong without the slightest trace of break of sheer or weakness of any kind.

For a vessel of her build and age the writer has not seen one in better condition, and it would appear although not salted in the ordinary way, she must have been treated by some process of salting or pickling. Her condition was now ascertained thus: She was placed in dry dock, (no sheathing on bottom) all the outside planks from Keel upwards including waterways, plankshears, stem, knight head, forecastle, sternpost and rudder, also shingles, clamps, inside plank and keelson scraped bright; the hold cleared, all air courses and lime cleared, one stroke of topside planking removed all fore & aft on each side a plank also removed from each bow and each buttock; the outside planks through which the chain & presenter bolts pass and the frames in way of same are in good condition, the plank sheer and splicing removed, one nail driven out from every alternate frame of 4<sup>th</sup> timber between the 9<sup>th</sup> and plankshears, also one from alternate frame of 4<sup>th</sup> timber between 2<sup>nd</sup> and 3<sup>rd</sup>.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled **No.**

When last done ✓

We are

I am of opinion this Vessel should be Classed **Entered Hull, 7A.1. Recd. Leith 14 yrs A.I. from 9.02, G.I.B.**

The Amount of the Entry Fee £ 1 : 0 : 0 received by me  
Special £ 5 : 0 : 0 11.9.1878  
Certificate .. : :  
Travelling Expenses, if any, £ 2-6-6

*G. J. B. Lloyds A. & P.*  
Surveyor to Lloyd's Register of British and Foreign Ships

Committee's Minute

FRI. 12 SEP 1902

18

Character assigned

Rest 4 At from 12.02

G. J. B. Lloyds A. & P.

Entered Lth BULL CERTIFICATE WRITTEN 15.9.02

Port of

Continuation of Report No. 10185 dated

on the

**Sloop "Elegance"**

edge of wales and light water mark, also one for every 4<sup>th</sup> timber for 1/2 length amidships on each side at bulge and other parts where considered necessary in order to ascertain the state of the treenails and the timbers and planking in the treenail holes, bolts of iron 6 on each side in the range of deck beams driven out and from other parts; iron bolts from middle line not removed, but additional bolts now driven through keelson, floors and keel in alternate frames, also thro' stem, apron, sternpost and deadwood; a stroke of ceiling removed all fore and aft to expose frames and chocks, one plank of ceiling at floor heads removed on each side, a stroke of deck next water-way removed on each side, the condition of the oakum and caulking ascertained, the windlass unhooked and its wood linings sufficiently stripped, the anchors and cables (new), also masts, spars and general equipment examined, the decks and compass examined, the sheer and general form of the vessel as well as her condition now examined.

**Repairs now done:-** The additional bolts now driven in centre line as above described were of 1 1/2" galv. iron; all planks removed for the beaming of frame 46 had replaced with American Red Pine, vessel recaulked over all.

In order to comply with the Board of Trade requirements, the gallery, water closet and lamp room had to be built on deck, and the floor of forecastle fitted 2 1/2" thick and caulked.

It is respectfully submitted this vessel would at time of her construction be entitled to class thus:-

7 yrs under Table A  
0" " Maxt. Hull Rule Sectn. 9.1.  
0" " Rule for Salting — 37.  
0" " for fastenings Sectn. 46.  
0" " Roof Sectn. 48.  
7A. total.

GLD

E.D.A

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