

WOOD SHIP.

MONDAY 27 JUNE 1887
(Received at London Office)

No. 20414 Survey held at *North Shields* Date, first Survey *27th April* Last Survey *24th June 1887*
on the *Ship Astoria* Master *E. Jackson 87-89*
TONNAGE under Tonnage Deck *1276.90* Built at *Barth U.S.A* When built *1875* Launched *Sep 75*
Ditto of Spar Deck, or Awning Deck *42.86* Owners *J. Jackson*
Ditto of Poop, or Raised Or. Dk. *63.05* By whom built *Saenger*
Ditto of Houses on Deck *63.05* Residence *Victoria Chambers*
Ditto of Forecastle Anchor *3.71* Port belonging to *London*
Gross Tonnage *1386.52* Destined Voyage *Singapore*
Less Crew Space, as per Rule *51.44*
Register Tonnage, full on Beam *1335.08*
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	194	6	40.2	24	2	14.6			
(Depth from limber-strakes to under side of lower deck beam)									
Scantlings of Timber.									
Outside Plank.									
Inside Plank.									
Limber and Space	24	33 3/4	Garboard Strakes	8 1/2 x 6 1/2	4 1/2	Limber Strakes	3 1/2	6 1/4	
Floors	12	16 3/4	Garboard to Bilge	5 1/4	4 1/2	Bilge Planks	12	6 1/2	
Foothooks	12	11	Bilge Planks	5 1/4	4 1/2	Ceiling in Flat	3 1/2	4	
Ditto	10 1/4	11 1/2	Bilge to Wales	5 1/4	4 1/2	Ditto Bilge to Clamp	9 1/2	4	
Ditto	8 1/4	11	Wales	5 1/4	6 1/4	Hold Beam Clamps	9	5 1/2	
Top Timbers	8 1/2	10 1/2	Topsides	5 1/4	5	Deck Beam Ditto	9 1/2	4	
Deck Beams	14	12	Sheer Strakes	5 1/4	5	Ceiling 'twixt Decks	5 1/2	3	
Hold Beams	15	13	Plank Sheers	6	4	Hold Beam Shelves	-	-	
Keelsons	7	7	Water Upper Deck	9 x 11		Deck Beam Ditto	-	-	
Scarp of Ditto	7	7	Ways Lower Deck	See section					
Keelsons	7	7	Ditto, faying surface	11					
Scarp of Ditto	7	7	Upper Deck	5 1/2 x 4	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.	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Deadw'd abaft	1 3/8	1 1/2	Transoms and throats of Hooks	1 1/4	1 3/8	Hold Beam		
Scarp of Keel, N° 1	1 3/8	1 3/8	Arms of Hooks	1 1/4	1 1/4	Bolts in		
Keelson Bolts through Keel	-	-	Thro' Bilge and Limber Strakes	-	-	Deck Beam		
at each Floor	-	-	Thickstuff over Double Floors	-	-	Bolts in		
Bolts thro' Heels of Timbers	-	-	Butt End Bolts	-	-	Nails or Bolts in Flat of Deck		
against Deadwood	7/8		Short Bolts in Ceiling	7/8		Treenails		
Frame Bolts	7/8		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* Inches.

The Floors consist of *American Oak* The First Foothooks of *American Oak*
The Second Foothooks of *American Oak* The Third Foothooks and Top Timbers of *American Oak*
The Main Keelson is *P. Pine* and is free from all defects. The Shifts of the First and Second Foothooks are not less than *5 feet*
(The Rider Keelson is *P. Pine*) N.B. When less than prescribed by the Rule, state how many.
The Transoms, Knightheads, Hawse Timbers, & Aprons of *Oak* ditto. The rest of the Shifts of the Frame are *5 feet*
Deadwood, of *American Oak* and is ditto. The Frame is *Well* squared from First Foothook Heads upwards,
The Stem, and Stern Post of *American Oak* ditto. and is free from sap, and from thence downwards, the frame is *Good*
The Deck and Hold Beams of *P. Pine* The Floor & Frames are *tie* bolted together to the Gunwale.
Breasthooks of *Oak* Knees of *Oak & Hackmatack* N.B. If not, state how bolted. *First Foothooks bolted at middle line*
The Main piece of Rudder of *Oak* Windlass of *Iron Patent* The Butts of the Timbers are *drawn* close together; their thickness not
(The Keel of *American Oak*) less than *No. 1* of the entire moulding at that place.
The Frame is *checked with* Butt at each end of the check.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *Pitch Pine*

From the above named height to the Wales *Pitch Pine*
The Wales and Black-strakes *Pitch Pine* The Topsides & Sheer-strakes *Pitch Pine*
The Spiketting and Plank-sheers *Pitch Pine* The Water-ways { Upper Deck *Pitch Pine*
The Decks *P. Pine* State of *Good* Lower Deck *Pitch Pine*
The Shifts of the Planking are not less than *7* 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 *Shore* between, and without step-buttng.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Pitch Pine*
The Ceiling, Lower Hold, and between Decks *Pitch Pine* Shelf Pieces and Clamps *P. Pine*
Fastenings.—To Hold Beams *Oak & Hackmatack* hanging & lodging knees to each beam, fastened with *Iron bolts* driven on the frame before working the outside planking.
Deck Beams *Oak & Hackmatack* hanging & lodging knees to each beam, fastened with *Iron bolts* driven on the frame before working the outside planking—

Number of Breasthooks *7* Pointers *7* Crutches *4*
Butt End Bolts are of *Garnier's Iron* in the Bottom *y.m.* Bolts in each Butt End *are* through and clenched.
Bilge and Limber Strakes *y.m.* bolted through and clenched. Treenails of *Locust* How Made *Turned*
Thickstuff over Double Floors *tie* bolted through and clenched. General Quality of Workmanship *Good*

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

Surveyor's Signature *C. Montebello* William J. Sharp
Surveyor to Lloyd's Register of British and Foreign Shipping.

Builder's Signature

Table with columns: SAILS, CABLES, &c., Fathoms, Inches, Test per Certificate, Inches per Rule, Machine where Tested, ANCHORS, No., Weight, Ex. Stock, Test per Certificate, Weight req'd per Rule, Machine where Tested. Includes entries for Fore Sails, Fore Top Sail, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and various cables and anchors.

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.
Her Standing and Running Rigging Good sufficient in size and Good in quality. She has One Long Boat and 3 Others.
The present state of the Windlass is Good Capstan Good 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?
Port & Starboard Scuppers

Cargo Hatchways.—How formed? Wood Coaming? Yes State size 5 on 1st hatch each 5 feet square
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? Strong efficient Main Hatchways.—State size 10 feet + 9 feet
Order for Special Survey, No. ✓ 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 ✓
Order for Ordinary Survey, No. ✓
Date ✓
No. ✓ in Builder's Yard.

General Remarks. This vessel has been built in the United States (but not under survey), she is classed 3/3-11-14 years in Bureau Veritas and appears to have been thoroughly salted during construction. The owners being desirous of classification with this Society. Having examined the vessel thoroughly and in conformity with the Rules Sec 52 Page 94. We are of opinion that she may be Recommended for the 10 years A1 Class from date of construction. See Repair Report herewith forwarded.

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Y.M. over felt When last done 6th month 87
I am of opinion this Vessel should be Classed A1 10 years

The Amount of the Entry Fee .. £ - : - : received by me, }
Special .. £ - : - : - 187 - }
(To be sent as per margin). Certificate .. - : - : -
Travelling Expenses, if any, £

Committee's Minute TUESDAY 28 JUNE 1887
Character assigned G A 1
Yours A1 for 10 years from Sept 84
Patented by A.T. 87
(Note also Re A1) Record part 7 years (Note)

No. 204
No. in Reg. Book.
✓
TONNAGE
NET 133
GROSS 138
UNDER DECK
If Survey
Length of
Last Survey
Repairs on account of any letters
REPAIRS,
Now
Strip
inside
Outside
to
of
1 of
on
rem
fast
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for
end
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PRESENT CONDI
ecks
Waterways
Lomings
Op'r Dk. Beams
Bow'r Dk. Beams
Planksheers
Deerstrakes
topsides
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Engine Room Sky
General
This
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Entry Fee (if ch
Office Fee (if ch
Survey Fee (per
Special on Dam
Certificate (if r
Travelling Expe
Second Surveyor
Committee
Character