

# WOOD SHIP.

(Received at London Office)

No. 2830 Survey held at Littlehampton Date, first Survey Oct 31<sup>st</sup>/88 Last Survey April 12<sup>th</sup> 1889  
 on the Ketch Barge "Lord Wolseley" Master Lucas  
 Tonnage under Tonnage Deck 80.51 Built at Littlehampton When built 1888-89 Launched Apr 13<sup>th</sup> 1889  
 Ditto of Spar Deck, or Avoning Deck  
 Ditto of Poop, or Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage 80.51 By whom built J & W B Harvey Owners Hawkins, Holman & Co  
 Less Crew Space, as per Rule 6.09 Port belonging to London Residence address 3. Finchchurch Avenue  
 Register Tonnage, cut on Beam 74.42 Destined Voyage River Rhine  
 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	85	6	21	5	6	10 3/4			one
<b>Scantlings of Timber.</b> TIMBER AND SPACE..... 22 1/2 Floors <u>Barge Bottomed</u> 8 1/2 - 9 7 1/2 7 1/2 1 <sup>st</sup> Foothooks <u>8 iron knees</u> 5 1/2 2 <sup>nd</sup> Ditto <u>to all floors</u> 6 1/2 3 <sup>rd</sup> Ditto <u>along bilges</u> 6 1/2 Top Timbers <u>extending to bilges</u> 6 7/8 6 1/2 5 1/2 Deck } No 15 Average } 3-3-3 } 7 1/2 9 7 1/2 6 Beams } and 7-2 Bms. } Deck Beams, length amidships .. 19 ft. Hold } No Average } Beams } Hold Beams, length amidships .. Keel ..... 12 x 6 Scarphs of Ditto ..... 3 1/2 x 9 in. Keelsons ..... 13 x 12 1/2 Scarphs of Ditto .....									
<b>Outside Plank.</b> Garboard Strakes... 3 Garboard to Bilge .. 3 as Bilge Planks ..... 4 1/2 app? Bilge to Wales ..... 3 for Wales ..... 3 for Topsides ..... 3 Sheer Strakes 2 x 2 1/2 5 Plank Sheers ..... 3 Water } Upper Deck Ways } Lower Deck Ditto, faying surface against Timbers ... Upper Deck ..... 3									
<b>Inside Plank.</b> Limber Strakes .... 3 as Bilge Planks ..... 3 app? Ceiling in Flat ..... 3 for Ditto Bilge to Clamp Hold Beam Clamps.. 11 x 8 Deck Beam Ditto .. 3 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.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Deadw'd abaft	-	7/8	as	Transoms and throats of Hooks	-	7/8	as	Hold Beam	-	-	as
Scarphs of Keel, No. 7	4/16	-	app?	Arms of Hooks.....	-	3/4	for	Bolts in	-	-	as
Keelson Bolts through Keel	-	1 1/16	for	Thro' Bilge and Limber Strakes	-	-	as	Waterway ..	-	-	as
at each Floor double fastened	-	1 1/16	for	Thickstuff over Double Floors ..	-	-	as	Bolts in	-	-	as
Bolts thro' Heels of Timbers	-	1 1/16	for	Butt End Bolts.....	-	5/8	as	Waterway ..	-	-	as
against Deadwood .....	-	1 1/16	for	Short Bolts in Ceiling .....	-	1/2	as	Bolts in	-	-	as
Frame Bolts.....	-	3/4	as	Pintles of the Rudder .....	-	1 3/4	as	Nails or Bolts in Flat of Deck	-	-	as
								Treenails .....	-	-	as

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 13 1/2 Inches. The Space between the Top-Timbers is 8 1/2 Inches.

The Floors consist of P. Pine, E. Oak at Ends The First Foothooks of P. Pine, E. Oak at Ends all E. Oak.

The Second Foothooks of - The Third Foothooks and Top Timbers of E. 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 required

(The Rider Keelson is -) N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of E. Oak ditto. The rest of the Shifts of the Frame are ample

Deadwood, of E. Oak and E. Elm as allowed is ditto. The Frame is well squared from First Foothook Heads upwards,

The Stem, and Stern Post of E. Oak is ditto. and is free from sap, and from thence downwards, the frame is squared

The Deck and Hold Beams of E. Oak all 1/2 Bms. P. Pine. The Frames are frame bolted together to the Gunwale.

Breasthooks of Iron Knees of Iron & E. Oak N.B. If not, state how bolted

The Main piece of Rudder of E. Oak Windlass of E. Oak The Butts of the Timbers are fitted close together; their thickness not

(The Keel of Beech and Elm at ends. less than 1/3 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 P. Pine, E. Oak at Ends The Frame is cross chocked with a Butt at each end of the chock.

From the above named height to the Wales Chine planks, E. Elm

The Wales and Black strakes P. Pine The Topsides & Sheer-strakes P. Pine

The Spirketting and Plank-sheers P. Pine The Water-ways { Upper Deck -

The Decks P. Pine & E. Pine State of good Lower Deck -

The Shifts of the Planking are not less than req<sup>d</sup> Feet 1 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 3 or more between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are P. Pine Shelf Pieces and Clamps P. Pine

The Ceiling, Lower Hold, and between Decks P. Pine

**Fastenings.**—To Hold Beams

Beam's dovetailed and dovetailed to Shelf of pairs of iron

Standard Knees, 3 pair of iron hanging Knees, 4 pairs

of iron lodging Knees, and lodging Knees of E. Oak as req<sup>d</sup>

elsewhere.

Number of Breasthooks one iron Pointers - Crutches one

Butt End Bolts are of galv<sup>d</sup> iron in the Bottom 2 Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes galv<sup>d</sup> iron bolted through and clenched. Treenails of E. Oak How Made Engine turned

Thickstuff over Double Floors - 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 J & W B Harvey Surveyor's Signature J. J. Smith

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



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.
one full and spare	Fore Sails,	Chain .. 7/1620.	61	12 1/16	13 1/2	13 1/2	R. W. Commissioner	Bower	18017	4.2.7	7.0.0.0	4.1.0	R. W. Commissioner
	Fore Top Sails,	Iron Stream Chain	121	13 1/16	15 1/16	15 1/16	Hartness 5.3.89	Anchor	18217	4.1.14	6.15.0.0	4.1.0	Hartness 5.12.88
	Fore Topmast Stay Sails,	Ditto Ditto	46	8 1/16	6 3/4	45-8 1/16	7620. 5.3.89						Hartness 5.12.88
	Main Sails,	Hempen Strm Cable	60	7 1/2		75-5 1/2	7621. 6.3.89						
	Main Top Sails, and quality good	Hawser .....	70	6		90-3		Stream Anchor		1.2.0	-	1.1.0	
		Towlines .....	60	4 1/2				Kedge ....		0.2.0	-	0.2.0	
		Warp .....	60	3				2nd Kedge.					

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

Her Standing and Running Rigging not sufficient in size and good in quality. She has 2 Long Boats and -

The present state of the Windlass is efficient Capstan efficient and Rudder efficient Pumps efficient 3<sup>d</sup> 2 Belges

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?

Two pairs of freeing ports and wash strake kept up about 5/8-3/4 length and ship.

Cargo Hatchways.—How formed? very strongly framed by deep, corrugated and Carlings bolted to strong beams and all thoroughly connected by wrought iron knees &c State size 5' 5" x 4' 8" Main Hatch as stated below.

If of extraordinary size, state how framed and secured? by strong shifting beam and strong fore rafter.

What arrangement for shifting beams? Cashon Cleckow Corrugated of a very strong character.

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 29' 9" x 7' 9" fore and 29' 9" x 7' 9" after

Order for Special Survey, No. _____	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed _____	Built under special Survey from 31 <sup>st</sup> Oct 1888 to 12 <sup>th</sup> April 1889. 5 visits
Date _____		2nd. When the Beams are put in, &c. _____	
Order for Ordinary Survey, No. <input checked="" type="checkbox"/>		3rd. When completed, and before the plank be painted or payed _____	

No. ☒ in Builder's Yard.

General Remarks. Workmanship and materials good.

This is practically a sister vessel to the "Lord Salisbury", "Lord Churchill", & "Lord Beaconsfield". Southampton Reports Nos. 2583, 2411 and 2734 respectively. They are classed 9A.1. and built for same Owners.

The Case is respectfully submitted for the 9A.1. class

Present condition of Caulking of Bottom good Deck, good and Covering board good Waterways good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled - When last done -

I am of opinion this Vessel should be Classed 9A.1.

The Amount of the Entry Fee .. ..£ 1 : - : - received by me, 29/4/1889  
Special .. ..£ 4 : - : -

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

Travelling Expenses, if any, £ 2-4-0

Committee's Minute FRIDAY 3 MAY 1889

Character assigned A1 for 9 yrs Barge

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

It is submitted that this vessel appears worthy to be classed 9A.1 as recommended

"Barge"

Lloyd's Register Foundation