

WOOD SHIP.

(Received at London Office)

No 2893 Survey held at Littlehampton Date, first Survey May 2nd 1889 Last Survey Aug 3rd 1889
 on the Heck Barge "Lord Hamilton" Master Charles King
 Tonnage under Tonnage Deck 78.31 Built at Littlehampton When built 1889 Launched Sept 7th 1889
 Ditto of Spar Deck, or Awining Deck - By whom built J. W. B. Harvey Owners Hawkins Holman & Co
 Ditto of Poop, or Raised Qr. Dk. - Residence as entered in Reg.
 Ditto of Houses on Deck Matchage 2.52 Port belonging to London Destined Voyage Rhine
 Ditto of Forecastle - If Surveyed while Building, Afloat, or in Dry Dock while Building
 Gross Tonnage 80.83
 Less Crew Space, as per Rule 5.93
 Register Tonnage, cut on Beam 74.90
 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		
Scantlings of Timber.									
TIMBER AND SPACE	22 1/2								
Floors <u>Barge Bottomed</u>	8 1/2	9	7 1/2	7 1/2	as approved				
1 st Foothooks <u>to all floors</u>	5 1/2				for deck				
2 nd Ditto <u>along bilges</u>	6 1/2				resells and				
3 rd Ditto <u>along bilges</u>	6 1/2				in keelsons				
Top Timbers <u>including to bilges</u>	6 7/8	6 1/2	5 1/2		similar				
Deck { N ^o 15 Average Space }	3-3	7 1/2	9	7 1/2	cases				
Beams { and 7-10 beams }									
Deck Beams, length amidships	19 feet								
Hold { N ^o Average }									
Beams { Space }									
Hold Beams, length amidships									
Keel	12	x	6						
Scarp of Ditto	3 ft 9 in								
Keelsons <u>in one length</u>	13 1/2	x	13						
Scarp of Ditto	11	x	3 3/4						

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	✓	7/8	as	Transoms and throats of Hooks	✓	7/8	as	Hold Beam	Waterway	✓	as
Scarp of Keel, N ^o 7	4/6	✓	app?	Arms of Hooks	✓	3/4	app?	Bolts in	Knees	✓	app?
Keelson Bolts through Keel	✓	1 1/2	for	Thro' Bilge and Limber Strakes	✓	✓	for	Shelf or Clamp	✓	✓	for
at each Floor <u>double fasten</u>	✓	1 1/2	for	Thickstuff over Double Floors	✓	✓	for	Deck Beam	Waterway	✓	10/16
Bolts thro' Heels of Timbers	11/16	✓	resells	Butt End Bolts	✓	5/8	resells	Bolts in	Knees	✓	to
against Deadwood	✓	✓	resells	Short Bolts in Ceiling	✓	1/2	de	Shelf or Clamp	✓	✓	14/16
Frame Bolts	✓	3/4	de	Pintles of the Rudder	✓	1 3/4	✓	Nails or Bolts in Flat of Deck	gals? iron spikes	✓	✓
								Treenails Inches	1/8	

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, & oak at ends and 2-3 buxels
 The Second Foothooks of ✓ The First Foothooks of p. pine, rest & oak all at ends of & oak
 The Main Keelson is p. pine and is free from all defects. The Third Foothooks and Top Timbers of & oak
 (The Rider Keelson is p. pine)

The Shifts of the First and Second Foothooks are not less than required
 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 ample
 Deadwood, of & oak & elm as allowed and is ditto.
 The Frame is well squared from First Foothook Heads upwards,
 The Stem, and Stern Post of & oak is ditto.
 and is free from sap, and from thence downwards, the frame is square

The Deck and Hold Beams of & oak, all 1/2 pins p. pine.
 The Frames are frame bolted together to the Gunwale.
 Breasthooks of iron Knees of iron & & oak
 N.B. If not, state how bolted

The Main piece of Rudder of & oak Windlass of & oak.
 The Butts of the Timbers are lashed close together; their thickness not
 (The Keel of beech & 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, & elm 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 & 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 ✓
 Lower Deck ✓

The Decks p. pine & red pine State of good
 The Shifts of the Planking are not less than reg? 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.

Planking Inside.—The Limber-strakes and Bilge-strakes are p. pine.
 The Planking is wrought 3 or more between, and without step-butting.

The Ceiling, Lower Hold, and between Decks p. pine Shelf Pieces and Clamps p. pine

Fastenings.—To Hold Beams

Beams dowelled and dovetailed to shelf. 7 pairs of iron
 Standard knees, 3 pairs of iron hanging knees; four pairs
 of iron lodging knees; and lodging knees of & oak as
 required elsewhere.

Deck Beams

Number of Breasthooks one iron, one wood Pointers ✓ Crutches one

Butt End Bolts are of galv? iron in the Bottom 2 Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes galv? iron bolted through and clenched. Treenails of Eng. oak How Made Iron Turned

Thick stuff 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. W. B. Harvey
 Surveyor to Lloyd's Register of British and Foreign Shipping.

N ^o .	SAILS.	CABLES, &c.	Short End.		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.
			Fathoms.	Inches.									
One full suit and spare	Fore Sails,	Chain	15	1 3/16	15-16-0-0	120-12 7/16	Rethelham & Sons 17778	Power Anchors	1	4-1-21	6-17-2-0	4-1-0	R. & C. Harbord 1889 7.5
	Fore Top Sails,	Iron Stream Chain	15	7/16	13-10-0-0		" 17787		1	4-0-26	6-12-2-0	4-1-0	Rethelham & Sons 257013
		Ditto Ditto	15	"	"		" 17788						
	Fore Topmast Stay Sails,	Hempen Strm Cable	15	7/16	6-0-0-0	45-9 1/16	" 17789						
		Hawser	15	"	"		" 17790		1	1-1-8		1-1-0	
	Main Sails,	Towlines	60	7 1/2		75-5 1/2	" 17791	Stream Anchor					
	— Main Top Sails, and quality good	Warp	70	6		90-3	" 17792	Kedge	1	0-2-0		0-2-0	
			60	4 1/2			" 17793	2nd Kedge.					

Her Masts, Yards, &c., are in efficient condition, and sufficient in size and length.
Her Standing and Running Rigging very strong sufficient in size and good in quality. She has 2 Long Boats and ✓
The present state of the Windlass is efficient Capstan ✓ and Rudder efficient Pumps efficient.

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 for 3/4 L. amidships.
Cargo Hatchways.—How formed? very strongly framed by deep Comings and Carlings bolted to strong beams and all thoroughly connected by wrother in the size 7. H. 5.5 x 4.8; m H. as stated below.
If of extraordinary size, state how framed and secured? By strong shifting beam and strong fore & after.
What arrangement for shifting beams? Cast iron cleats on Comings of a very strong character.
Hatches, themselves, whether strong and efficient? yes. Main Hatchways.—State size 28-4 4-9 fore and 28-4 4-6 after.

Order for Special Survey, No. <u>✓</u>	DATES of Surveys	1st. When the Frame is completed	<u>Bulkhead Special Survey from 2nd May 189 to 30th Aug 89. visits 5.</u>
Date <u>✓</u>	held while building, as per Section 35.	2nd. When the Beams are put in, &c.	
Order for Ordinary Survey, No. <u>✓</u>		3rd. When completed, and before the plank be painted or payed	
Date <u>✓</u>			
No. <u>✓</u> in Builder's Yard.			

General Remarks. Workmanship & materials good.

This is practically a sister vessel to the 'Lord Salisbury', 'Lord Churchill', 'Lord Beaconsfield' and 'Lord Nelson', Southampton Report nos. 2583, 2717, 2737 and 2831. respectively; they are classed 9A.1. and built for same Owners.

She case is respectfully submitted for the 9A.1. class.

Large handwritten signature 'B.W.F.' in blue ink.

Present condition of Caulking of Bottom Good. Deck, Good and Waterways Coverboard 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 14/10/89
Special £ 4 : - : - per bet
(To be sent as per margin). Certificate ✓

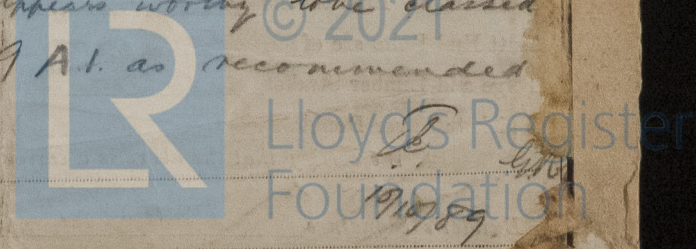
Travelling Expenses, if any, £ 1-13-0

Committee's Minute FRIDAY 11 OCT 1889

Character assigned A1 for 9 years
Latop

J. L. Minnette
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



Certificate to be sent to Southampton