

# WOOD SHIP.

(Received at London Office)

N 2894 Survey held at Littlehampton Date, first Survey May 2<sup>nd</sup> 1889 Last Survey 30<sup>th</sup> Aug 1889  
 on the Ketch Barge "Lord Beresford" Master William Douse  
 Tonnage under Tonnage Deck 78.31 Built at Littlehampton When built 1889 Launched 31<sup>st</sup> Aug 1889  
 Ditto of Spar Deck, or Awning Deck - By whom built J. W. B. Hawsey Owners Hawkins & Colman & Co.  
 Ditto of Poop, or Raised Qr. Dk. - Residence as entered in Reg. Book -  
 Ditto of Houses on Deck 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 -

N. H. F. V.  
Official Number 96633

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	Barge, both ends 8 1/2 - 9		7 1/2	7 1/2	as approved				
1 <sup>st</sup> Footboards	5 1/2				for sceler				
2 <sup>nd</sup> Ditto	6				resels and				
3 <sup>rd</sup> Ditto	6 1/2				in keelsons				
Top Timbers	Intending to be gages 6-7-8		6 1/2	5 1/2	similar				
Deck Beams	N <sup>o</sup> 15 Average space 3-3		7 1/2	9	7 1/2	6			
Deck Beams, length amidships	19 feet				Cases				
Hold Beams	N <sup>o</sup> Average space								
Hold Beams, length amidships									
Keel	12		x		6				
Scarp of Ditto	3 ft gages								
Keelsons	13		x		13				
Scarp of Ditto									

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		Inches required per Rule
Heel-Knee, & Deadw'd abaft	✓	7/8	as	Transoms and throats of Hooks	✓	7/8	as	Hold Beam	Waterway
Scarp of Keel, N <sup>o</sup> 7	11/16	✓	as	Arms of Hooks	✓	3/4	as	Bolts in	Knees
Keelson Bolts through Keel at each Floor	11/16	1 1/8	for	Thro' Bilge and Limber Strakes	✓	✓	for		Shelf or Clamp
Bolts thro' Heels of Timbers against Deadwood	11/16	✓	resels	Thickstuff over Double Floors	✓	✓	resels	Deck Beam	Waterway
Frame Bolts	✓	3/4	✓	Butt End Bolts	✓	5/8	✓		Bolts in
				Short Bolts in Ceiling	✓	1/2	✓	Shelf or Clamp	
				Pintles of the Rudder	✓	1 3/4	✓	Nails or Bolts in Flat of Deck	14 1/8
								Treenails	1/8

**Timbering.**—The Space between the Floor Timbers and Lower Footboards 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 Footboards of p. pine, rest E. Oak; all ends of E. Oak.  
 The Second Footboards of -. The Third Footboards 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 Footboards 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 Footboard Heads upwards, and is free from sap, and from thence downwards, the frame is squared.  
 The Stem, and Stern Post of E. Oak is ditto. The Frames are frame bolted together to the Gunwale.  
 The Deck and Hold Beams of E. Oak, all 1/2 bms p. pine. N.B. If not, state how bolted.  
 Breasthooks of Iron Knees of Iron & E. Oak. The Butts of the Timbers are fitted close together; their thickness not less than 1/3 of the entire moulding at that place.  
 The Main piece of Rudder of E. Oak Windlass of E. Oak. The Frame is scarp or cross chocked with a 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, E. Elm at ends.  
 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 ✓ Lower Deck ✓ }  
 The Decks p. pine & red pine State of good.  
 The Shifts of the Planking are not less than req<sup>d</sup> 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 3 or more between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are p. pine.  
 The Ceiling, Lower Hold, and between Decks p. pine. Shelf Pieces and Clamps p. pine.

**Fastenings.**—To Hold Beams  
 Deck Beams { Beams dovetailed 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 E. Oak as required elsewhere.

Number of Breasthooks one iron, one wood 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. Hawsey Surveyor's Signature J. L. Munro  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

1000 (14/11/87) Transfer Ink.

500898-0263

No.	SAILS.	CABLES, &c.		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
		Chain	Iron Stream Chain											
One	Fore Sails,	Chain	60	13/16	15 9/10	7 9/10	120-176	R.W.C. Harbeck 76273	Bower Anchors	1	4-2-0	6-17-2-0	4-1-0	R.W.C. Harbeck 18896-3
full	Fore Top Sail,	Iron Stream Chain	45	7/2	6-3	45-876	---	4433	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	4-0-23	6-12-2-0	4-1-0	Kathalon Dec 31 257023
and	Fore Topmast Stay Sails,	Hempen Strm Cable												
and	Main Sails,	Hawser	60	7/2		75-5 1/2			Stream Anchor	1	1-2-0		1-1-0	
Spare.	Main Top Sails, and quality good.	Towlines	70	6		90-3			Kedge	1	0-2-0		0-2-0	
		Warp	60	4 1/2					2nd Kedge.					

Her Masts, Yards, &c., are in efficient condition, and sufficient in size and length.  
 Her Standing and Running Rigging is 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 2 1/4 L. round ships.*  
**Cargo Hatchways.**—How formed? *very strongly framed by deep Comings and Carlings backed to strong beams & all thoroughly connected by 4 rot. iron knees. State size 3' H. 5" 5" x 4" 8" in H. as stated below.*  
 If of extraordinary size, state how framed and secured? *By strong shipping beams and strong fore & after.*  
 What arrangement for shifting beams? *Cast iron cleats in Comings of a very strong character.*  
**Hatches,** themselves, whether strong and efficient? yes. Main Hatchways. State size 28' 4" 7' 9" fore 3rd 7' 0" after

Order for Special Survey, No. <u>✓</u>	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<i>Built under Special Survey from 2<sup>nd</sup> May 1899 to 30<sup>th</sup> Aug 1899 visits 5</i>
Date <u>✓</u>		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. ✓ in Builder's Yard.  
**General Remarks.** *Workmanship and 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.*  
*The Case is respectfully submitted for the 9A.1. class.*

*W. W. W.*

Present condition of Caulking of Bottom good. Deck, good and Waterways Covering board 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 *11/10/99*  
 Special .. £ 4 : : : *per bet.*  
 Certificate .. : : :  
 (To be sent as per margin).

Travelling Expenses, if any, £ 1-13-0  
 Committee's Minute FRIDAY 11 OCT 1889  
 Character assigned A1 for 9 years  
*a rcp*

*J. L. Minette*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 It is submitted that the vessel appears worthy to be classed 9A.1. as recommended



Certificate to be sent to Southampton