

WOOD SHIP.

(Received at London Office) 2950 22 MAY 1890

No 2950 Survey held at Littlehampton Date, first Survey 27th Jan 1890 Last Survey 7th May 1890
 on the Ketch Barge "Lord Sufferin" Master David Larnham - just over 27 yrs in this employ - 3
 Tonnage under Tonnage Deck 138.06 Built at Littlehampton When built 1889-90 Launched 24th Apr 1890
 of Spar Deck, or Awaiting Deck
 of Poop, or Raised Qr. Dk.
 of Houses on Deck
 Hatchways 2.65 By whom built J. W. B. Harvey Owners Hawkins, Holman & Co.
 Gross Tonnage 140.71 Residence London
 Less Crew Space, as per Rule 8.40 Port belonging to London Destined Voyage Portsmouth to Cork for Syne
 Register Tonnage, cut on Beam 132.31
 Engine Room (if a Steamer)
 Register Tonnage, as a Steamer, cut on the Beam

Length as per section 39 101 Feet. Extreme Breadth Outside 23 Feet. Depth of Hold 8 Feet. Number of Decks One
 Length of Keel 101 Inches. IN SHIP. REQUIRED PER RULE. (Depth from limber-strakes to under side of lower deck beam)

Scantlings of Timber.

TIMBER AND SPACE	18 to 24 1/2 amidsips	23 at ends
Floors	8 x 10 1/2	8 x 8
1 st Foothooks	7 1/2 to 5 1/2	
2 nd Ditto	grain knee or better	
3 rd Ditto	to floors along bilge	
Top Timbers		
Deck No 18	Average Space 28-38	9 1/2
Beams	4 pairs of beams	9 6 1/2 8
Deck Beams, length amidsips	22 ft 8 in	
Hold No	Average Space	
Beams		
Hold Beams, length amidsips		
Keel	3 lengths	11 1/2 x 6
Scarp of Ditto	4 feet	
Keelsons	in 2 lengths	14 3/4 x 15
Scarp of Ditto	13 x 7 1/2	
Scarp of Ditto	4 ft 4 in	

Outside Plank.

	In Ship.	Required per Rule.
Garboard Strakes	3	
Garboard to Bilge	3	
Bilge Planks	8 x 3 1/4	
Bilge to Wales	3	
Wales	13 x 4 1/2	
Topsides	3	
Sheer Strakes	2 Strakes 9 x 5	
Plank Sheers	3	
Covering Board	3	
Water Upper Deck		
Ways Lower Deck		
Ditto, faying surface against Timbers		
Upper Deck	23 1/4	

Dimensions of Ship per Register, length 101-0 breadth 23-75 depth 8-66

Inside Plank.

	In Ship.	Required per Rule.
Limber Strakes	3/8	
Bilge Planks	9 x 4	
Ceiling in Flat	3/8	
Ditto Bilge to Clamp	3/8	
Hold Beam Clamps	3/8	
Deck Beam Ditto	3/8	
Ceiling 'twixt Decks	5/2	
Hold Beam Shelves	3	
Deck Beam Ditto	3	

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
Heel-Knee, & Deadw'd abaft	12/16	15/16		Transoms and throats of Hooks	12/16	15/16	
Scarp of Keel, No 6	12/16			Arms of Hooks	12/16		
Keelson Bolts through Keel at each Floor	12/16			Thro' Bilge and Limber Strakes			
Bolts thro' Heels of Timbers against Deadwood	4/6			Thickstuff over Double Floors			
Frame Bolts	12/16			Butt End Bolts	10/16		
				Short Bolts in Ceiling	8/16		
				Pintles of the Rudder	1 1/8		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 10 1/2 to 13 1/4 Inches. The Space between the Top-Timbers is 6 1/2 Inches.
 The Floors consist of 8 of Greenheart, rest P. Pine. The First Foothooks of but all side framing and frames at ends
 The Second Foothooks of of vessel of E. Oak. The Third Foothooks and Top Timbers of

The Main Keelson is pitch pine and is free from all defects. The Shifts of the First and Second Foothooks are not less than required
 (The Rider Keelson is pitch pine) 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 & Elm as allowed. and 15 ditto. The Frame is well squared from First Foothook Heads upwards,
 The Stem, and Stern Post of E. Oak and 15 ditto. and is free from sap, and from thence downwards, the frame is squared
 The Deck and Hold Beams of E. Oak, Half Bms of P. Pine. The Frames are frame bolted together to the Gunwale.
 Breasthooks of Iron & wood Knees of Iron & wood 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 amidsips) & Elm at ends. less than 1/3 of the entire moulding at that place.
 The Frame is x chocked with 1/4 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 Bothom planking. Garboards P. Pine amidsips. E. Elm at ends.
 From the above named height to the Wales Lower chine, Beech with E. Elm space necessary at ends.
 The Wales and Black strakes Side — E. Elm. The Topsides & Sheer-strakes
 The Spirketting and Plank sheers Side planking - P. Pine. Sheerstrakes P. Pine.
 The Decks Oregon Pine, excepting a State of Soodo.
 The Shifts of the Planking are not less than req^d 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 at least three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge strakes are ceiling on sides Pitch Pine
 The Ceiling, Lower Hold, and between Decks for 65 ft amidsips — flat Elm at ends in fore and aft end - P. Pine at ends
 Tenings. To Hold Beams Beams dovetailed and dovetailed to shelf.
8 pairs of iron standard knees. long arms head and keel.
3 — — — — — hanging — —
2 — — — — — lodging — —
2 — — — — — single armed lodging knees.
2 — — — — — good lodging knees (E. Oak)

2. Pointers 1 Crutches 1
 in the Bottom 2 Bolts in each Butt End one through and clenched.
 bolted through and clenched. Treenails of Eng. Oak How Made By hand machine.
 bolted through and clenched. General Quality of Workmanship very good
 correct description of the several particulars therein given. Surveyor's Signature J. W. B. Harvey
 Surveyor to Lloyd's Register of British and Foreign Shipping.

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	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.
one	Fore Sails,	Chain	165	7/8	18 1/2 - 9 1/8	165 - 7/8	Netherland 19093	Bower	1	5.3.34	8 1/2 tons	5.3.0	Netherland Lewis 2731
five	Fore Top Sails,	Iron Stream Chain	45	9/16	7 1/2 - 3 3/4	45 - 8/16	Lewis 19046	Anchors	1	5.3.14	8.23.7	5.3.0	27
one	Fore Topmast Stay Sails,	Ditto Ditto											
one	Main Sails,	Hempen Strm Cable											
one	Main Top Sails, and quality good	Hawser	60	9		75 - 6		Stream Anchor	1	1.2.0	3.18.3.0	1.2.0	15
		Towlines	70	6 1/2		90 - 3 1/2		Kedge	1	0.3.7	3.4.0.0	0.3.0	Old Hall, J-Robert 14-3
		Warp	70	4 1/2				2nd Kedge.					
			60	3									

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.
 Her Standing and Running Rigging most sufficient in size and good in quality. She has one Long Boat and
 The present state of the Windlass is efficient Capstan ✓ and Rudder efficient Pumps 4 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?
One pair of freeing ports and bulwark wash stroke kept up about 3/4 for about 3/4 length of vessel
 Cargo Hatchways.—How formed? very strongly framed by deep comings State size 3 H. 5'0" x 6'2". A H. 4'5" x 4'8"
 If of extraordinary size, state how framed and secured? and Carlings well secured to beams and all thoroughly connected by wrought iron work of a very substantial character.
 What arrangement for shifting beams? Strong shifting beams fitted in stops, also strong fore gaffers.
 Hatches, themselves, whether strong and efficient? yes. Main Hatchways.—State size 28'0" wide at fore end 8'6" after 8'7"

Order for Special Survey, No. <input checked="" type="checkbox"/>	DATES of Surveys	1st. When the Frame is completed	<u>Built under special Survey and Examined 5 times from 27th Jan to 7th May 1890.</u>
Date <input checked="" type="checkbox"/>	held while building, as per Section	2nd. When the Beams are put in, &c.	
Order for Ordinary Survey, No. <input checked="" type="checkbox"/>	35.	3rd. When completed, and before the plank be painted or payed	
Date <input checked="" type="checkbox"/>			

No. ☒ in Builder's Yard.

General Remarks. Workmanship very good. Materials very good.
This Ketch Barge has been built in accordance with the Rules and the
Scantlings shown on other side which are rather in excess of those
approved for "Arundel Castle" Ketch Barge built by same Builder
and of same size as this vessel; please see Southampton Report 2787
I respectfully beg to submit that having regard to the high class materials
and extra fastenings judiciously employed in this vessel's construction,
that she be allowed an additional year, for the Stern, Stern post, curved floors
at ends and 8 well spaced on flat of bottom and all side frames and frames at
ends of vessel, transom, Knightheads, house timbers, all beams, apron, breasthook, main
piece of rudder, windlass, upper & lower chine planks on each side, bottom planking at
ends, treenails, covering board at ends and greater part of ceiling on flat of bottom
are of not less than 12 grs materials. It will also be observed the frames amidships
are closely spaced and that such important parts as Sheerstrakes, through which
the principal fastenings of knees &c. pass are of a most substantial character, and
the upper and lower chine planks that connect belges and take chafe of ground
also ceiling on flat that takes wear & tear in working cargo are of high class materials, the
fastenings in keel of clunks are of metal & treenails all E. Oak, the arrangement and
ke of wrought iron connections are also of a most efficient character, for repair
of large sister keelsons have been fitted, So I beg to recommend her for
the 10 A. 1. Class thus:— 9 grs under S. 34. 1 gr under Sect 34. High Class 10 A. 1.

Present condition of Caulking of Bottom Good. Deck, Good. and Waterways Covering Board. Good
 If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled no When last done ✓
 I am of opinion this Vessel should be Classed 10 A. 1.

The Amount of the Entry Fee £ 1 : - : - received by me, J. L. Simm
 Special £ 7 : 1 : - 20-5 1890
 (To be sent as per margin). Certificate : : :

Travelling Expenses, if any, £ 2.4.0
 Committee's Minute TUES 27 MAY 1890
 Character assigned A1 for 10 years
LA x CP 9x12 yrs max

J. L. Simm
 Surveyor to Lloyd's Register of British

It is submitted
 appears since
 10 years
 then - 9
 10
 © 2021 Lloyd's Register Foundation