

WOOD SHIP.

(Received at London Office 29 May 1890)

2955

No 2955 Survey held at Littlehampton Date, first Survey 27th Jan 1890 Last Survey 7th May 1890
 on the Ketch Barge Lord Lansdowne Master name withheld
 Tonnage under Tonnage Deck 138'06 Built at Littlehampton When built 1889-90 Launched 17th May 1890
 Ditto of Spar Deck, or Awning Deck ✓ By whom built J & W B Harvey Owners Hawkins, Holman & Co
 Ditto of Poop, or Raised Quarter Deck ✓ Residence London
 Ditto of Houses on Deck 2'65 Gross Tonnage 140'71 Port belonging to London Destined Voyage Potomouth to head
 Ditto of Forecastle 8'40 Less Crew Space, as per Rule 132'31 If Surveyed while Building, Afloat, or in Dry Dock While building and afloat
 Register Tonnage, out on Beam 132'31 Engine Room (if a Steamer) ✓
 Register Tonnage, as a Steamer, ✓ cut on the Beam ✓

Signed letters LRQT. Official Number 98099

Length as per section 39	Feet. 101	Inches. 0	Extreme Breadth Outside	Feet. 23	Inches. 9	Depth of Hold	Feet. 8	Inches. 8	Number of Decks	one
Length of Keel	✓	✓	IN SHIP. Moulded.	✓	✓	(Depth from limber-strakes to under side of lower deck beam)	✓	✓	✓	✓
Scantlings of Timber.										
TIMBER AND SPACE	20' 1/2	23' 1/2	Ends.	23' 1/2	Ends.	Outside Plank.				
Floors	8' 10 1/2	8' 8	✓	✓	✓	Garboard Strakes	3	✓	Dimensions of Ship per Register.	
1 st Footboards	7' 1/2	5' 1/2	✓	✓	✓	Garboard to Bilge	3	✓	length	101'0"
2 nd Ditto	7' 1/2	5' 1/2	✓	✓	✓	Bilge Planks	8' X 4 1/4	✓	breadth	23' 1/2
3 rd Ditto	7' 1/2	5' 1/2	✓	✓	✓	Bilge to Wales	3	✓	depth	8' 6 1/2
Top Timbers	7' 1/2	5' 1/2	✓	✓	✓	Wales	13 X 4 1/2	✓	Inside Plank.	
Deck	N° 18	Average space 28' 3' 8"	✓	✓	✓	Topsides	3	✓	Limber Strakes	3' 1/2
Beams	Y-pairs of 1/2 beams	8' 3/4	✓	✓	✓	Sheer Strakes	2 shakes 9 X 5	✓	Bilge Planks	9' X 4
Deck Beams, length amidships	22' 8 ins	✓	✓	✓	✓	Plank Sheers	3	✓	Ceiling in Flat	3' 1/2
Hold	N°	Average space	✓	✓	✓	Covering Board	3	✓	Ditto Bilge to Clamp	3' 1/2
Beams, length amidships	3 lengths	11 1/2 X 6	✓	✓	✓	Water	Upper Deck	✓	Hold Beam Clamps	3' 1/2
of Ditto	4 feet	✓	✓	✓	✓	Ways	Lower Deck	✓	Deck Beam Ditto	3' 1/2
ns	2 lengths	14 3/4 X 15	✓	✓	✓	Ditto, faying surface against Timbers	✓	✓	Ceiling 'twixt Decks	8' 1/2
of Ditto	4 ft. 11 ins.	✓	✓	✓	✓	Upper Deck	2 3/4	✓	Hold Beam Shelves	3' 1/2
									Deck Beam Ditto	3' 1/2

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.
el-Knee, & Deadw'd abaft	✓	1 1/2	✓	Transoms and throats of Hooks	✓	1 1/2	✓	Hold Beam	Waterway	✓	1 1/2
raphs of Keel, N° 6	✓	1 1/2	✓	Arms of Hooks	✓	1 1/2	✓	Bolts in	Knees	✓	1 1/2
elson Bolts through Keel	✓	1 1/2	✓	Thro' Bilge and Limber Strakes	✓	1 1/2	✓	Deck Beam	Waterway	✓	1 1/2
at each Floor	✓	1 1/2	✓	Thickstuff over Double Floors	✓	1 1/2	✓	Bolts in	Knees	✓	1 1/2
its thro' Heels of Timbers	✓	1 1/2	✓	Butt End Bolts	✓	1 1/2	✓		Shelf or Clamp	✓	1 1/2
against Deadwood	✓	1 1/2	✓	Short Bolts in Ceiling	✓	1 1/2	✓	Nails or Bolts in Flat of Deck	gale	✓	1 1/2
ame Bolts	✓	1 1/2	✓	Pintles of the Rudder	✓	1 1/2	✓	Treenails	Inches	1 1/2	✓

Planking.—The Space between the Floor Timbers and Lower Footboards is 10 1/2 inches. The Space between the Top-Timbers is 14 to 15 inches.

Floors consist of 8 of Greenheart, rest of Pine. The First Footboards of but all side framing and frames at end

Second Footboards of of vessel of C. Oak The Third Footboards and Top Timbers of

Main Keelson is pitch pine and is free from all defects. The Shifts of the First and Second Footboards are not less than Required

Rider Keelson is pitch pine N.B. When less than prescribed by the Rule, state how many.

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

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

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

Deck and Hold Beams of C. Oak, half Bms of p. pine The Frames are frame bolted together to the Gunwale.

Footboards of iron & wood Knees of iron & wood N.B. If not, state how bolted

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

Keel of Beech amidships C. 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 The Frame is X chocked with 1 1/4 Butt at each end of the chock.

Bottom planking, garboard p. pine with C. Elm where necessary at end

Lower chine, Beech with C. Elm at end

Side — C. Elm The Topsides & Sheer-strakes

Side planking p. pine The Water-ways

Sheerstrakes p. pine Upper Deck Covering Board pine

The Decks Oregon pine excepting State of Good Lower Deck

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. The Planking is wrought at least three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge strakes are Ceiling on sides p. pine

The Ceiling, Lower Hold, and between Decks flat 2 hand oak in excellent condition - p. pine at end only

Fastenings.—To Hold Beams Beams dowelled and dovetailed to shelf

8 pairs of iron standard knees, long arms head & keel

3 — — — — hanging — —

Deck Beams 2 — — — — lodging — —

2 — — — — Single armed lodging knees

2 — — — — wood lodging knees (C. Oak)

Number of Breasthooks 2 Pointers ✓

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

Bilge and Limber Strakes Gale? iron bolted through and clenched. Treenails of Eng. Oak How Made by hand machine

Thickstuff over Double Floors ✓ bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given. Surveyor's Signature J. J. S. S. S.

Builder'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 1/2	7/8	18 1/4 9 1/8	165- 7/8	Wetherham, Lanc 1920 8.	Bower Anchors	1	6-0-6	8 1/2 tons	5-3	Wetherham, Lanc 27736
full	Fore Top Sail,	Iron Stream Chain	45	9/16	17 1/2 3 3/4	45- 8/16	1920 9.	(Sails Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	5-1-22	7-16-1-0	8 1/2 11 1/2 cwt	27737
shut	Fore Topmast Stay Sails,	Ditto Ditto											
and		Hempen Strm Cable											
		Hawser	60	9		75- 6			1	1-2-0	3-18-3-0	1-2-0	15491
Span	Main Sails,	Towlines	70	6 1/2				Stream Anchor					
	Main Top Sails, and quality	Warp	70	4 1/2		90- 3 1/2		Kedge ...	1	0-3-7	3-4-0-0	0-3-0	Old Mill near Dudley, J. Roberts Sept 3-5-90
			60	3				2nd Kedge.					

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.
Her Standing and Running Rigging now hemp sufficient in size and good in quality. She has one Long Boat and ✓
The present state of the Windlass is efficient ^{iron} ~~Capstan~~ efficient and Rudder efficient Pumps 4 ~~no~~ 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 strake kept up about 3/4 for about 3/4 length of vessel
Cargo Hatchways.—How formed? very strongly framed by deep State size 7-4-5-0 x 6-3-2: A H 4-5 x 4-8
Comings and Carlings well secured to beams and all thoroughly connected by wrought iron work of a very
If of extraordinary size, state how framed and secured? substantial character
What arrangement for shifting beams? Strong shifting beams fitted in Slops, also strong fore and afters.
Hatches, themselves, whether strong and efficient? yes. Main Hatchways. State size 28-0, mid at fore end 8-6
after 8-7

Order for Special Survey, No. ✓	DATES of Surveys	1st. When the Frame is completed	<u>Built under Special Survey.</u>
Date ✓	held while build-	2nd. When the Beams are put in, &c.	<u>and Examined 5 times from</u>
Order for Ordinary Survey, No. ✓	ing, as per Section	3rd. When completed, and before the	<u>27th Jan to 7th May 1890</u>
Date ✓	35.	plank be painted or payed	
No. ✓	in Builder's Yard.		

General Remarks. Workmanship and Materials, very good.
This Ketch Barge is a Sister vessel in every respect to the "Lord Dufferin", Southampton Report No. 2950. She has been built in accordance with the Rules and the scantlings shown on other side which are rather in excess of those approved for "Rounded Castle", Ketch Barge built by same Build'rs and of same size as this vessel; please see Southampton Report. No. 2781.
I respectfully beg to submit that having regard to the high class materials and extra fastenings judiciously employed in this vessel's construction, she be allowed an additional year, for the reasons fully set forth on report on the Sister vessel "Lord Dufferin"
It is therefore submitted, this vessel be classed 10A-1. as Grated Sister vessel
viz: 9 yrs Table A.
1 yr. Sect-34. High class mtl's.
10

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 10A-1. 9 & 12 yrs mtl's.
The Amount of the Entry Fee£ 1 : - : - received by me, } 2/6
Special£ 7 : 1 : 20/5/1890 } 2/6
(To be sent as per margin) Certificate£ : : :
Travelling Expenses, if any, £ 2-4-0
Committee's Minute FRI 30 MAY 1890

Character assigned A1 for 10 years
9 & 12 yrs max
L.A.C.P.
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears eligible to be classed 10 years A. 1. as recommended thus 9 yrs Table A. 1 yr. Sect-34. High class mtl's.
10 years A. 1. 9 & 12 years mtl's.
27/90