

WOOD SHIP BARGE. (FRI. FEB 7 1902)

No. 64062 Survey held at Parhedge near Colchester Essex Date, First Survey 26 Aug Last Survey 6 Feby 1902
on the Wood Barge No 128 "AGNES" Master none appointed

Official Number 114811
TONNAGE under Tonnage Deck 56-83
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Or. Dk.
Ditto of Hold Deck 3-03
Ditto of Forecastle
Gross Tonnage 59-86
Crew Space, as per Rule
Register Tonnage, cut on Beam 59-86
Engine Room
Register Tonnage, as a Steamer, cut on the Beam

Built at Parhedge When built 1901+2 Launched 11th Jan'y 1902
By whom built Donyland Shipyards Owners Cape Copper Co
Port belonging to London Destined Voyage Cape
If Surveyed while Building, Afloat, or in Dry Dock Built under Special Survey

Length as per Section 39	Feet. Inches. <u>65-0</u>	Extreme Breadth Outside.	Feet. Inches. <u>17-0</u>	Depth of Hold	Feet. Inches. <u>7-8</u>	No. of Decks with Flat laid	<u>one</u>
Length of Keel	<u>63-0</u>	Round of Beam	<u>6</u>	Depth from limber-strakes to under side of lower deck beam	<u>8-1</u>	No. of Tiers of Beams	<u>one</u>
				Depth, Moulded	<u>8-1</u>		

SCANTLINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			THICKNESS.		Dimensions of Ship per Register.
	SIDED.	MOULDED.		SIDED.	MOULDED.		In Ship.	Per Rule, or as Approved.	
		Middle.	Ends.		Middle.	Ends.			
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	
TIMBER AND SPACE	-	18	-	-	18	-	Garboard Strakes	2 1/4	2 1/4
Floors	5 1/2	7	6 1/2	5 1/2	7	6 1/2	Garboard to Bilge	2 1/4	2 1/4
1st Foothooks	5	7	6	5	7	6	Bilge Planks	3	3
2nd Ditto	5	6 1/2	6	5	6 1/2	6	Bilge to Wales	2 1/4	2 1/4
3rd Ditto	4 1/2	6	5 1/2	4 1/2	6	5 1/2	Wales	2 3/4	2 3/4
Top Timbers	4 1/2	6	5 1/2	4 1/2	6	5 1/2	Topsides	2 3/4	2 3/4
Deck { No 10 Average Space } 36"	7	7	6	7	7	6	Sheer Strakes	2 3/4	2 3/4
Beams { No 10 Average Space } 36"	7	7	6	7	7	6	Plank Sheers	4 1/2	4 1/2
Deck Beams, length amidships	15-7 1/2			15-7 1/2			Water Upper Deck	4 1/2	4 1/2
Hold { No 10 Average Space } 36"							Ways { Lower Deck }	4 1/2	4 1/2
Hold Beams, length amidships	12	5	5	12	4	4	Ditto, faying surface against Timbers	2 1/2	2 1/2
Keel	12	5	5	12	4	4	Upper deck	2 1/2	2 1/2
Scarpings of Ditto	4-0			4-0					
Keelsons	12	12	12	12	12	12			
Scarpings of Ditto	4-6			4-6					

INSIDE PLANK.	THICKNESS.	
	In Ship.	Per Rule or as Approved.
	Ins.	Ins.
Limber Strakes	1 1/2	1 1/2
Bilge Planks	2 1/2	2 1/2
Ceiling in Flat	1 1/2	1 1/2
Ditto Bilge to Clamp ..	1 1/2	1 1/2
Hold Beam Clamps ...		
Deck Beam Ditto ...	6 1/2 x 3 1/2 x 9	5 1/4 x 2 1/2 x 9
Ceiling 'twixt Decks ...	1 1/2	1 1/2
Hold Beam Shelves		
Deck Beam Ditto ...	8 x 5 1/2 x 9	8 x 5 1/4 x 9

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Copper or Y.M. in Ship.	Iron in Ship.	Size required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Size required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Size required per Rule.
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Keel-Knee, and Deadwood abaft	<u>7/8</u>	<u>7/8</u>	Transoms and throats of Hooks	<u>1 1/8</u>	<u>1 1/8</u>	Hold Beam		
Scarpings of Keel, No.	<u>3/4</u>	<u>3/4</u>	Arms of Hooks	<u>1 1/8</u>	<u>1 1/8</u>	Boles in		
Keelson Bolts through Keel at each Floor	<u>3/4</u>	<u>3/4</u>	Thro' Bilge and Limber Strakes	<u>9/16</u>	<u>9/16</u>	Deck Beam		
Bolts through Heels of Timbers against Deadwood	<u>5/8</u>	<u>5/8</u>	Thickstuff over Double Floors	<u>9/16</u>	<u>9/16</u>	Boles in		
Frame Bolts	<u>1/2</u>	<u>1/2</u>	Butt End Bolts	<u>9/16</u>	<u>9/16</u>	Nails or Bolts in Flat of Deck	<u>5/8</u>	<u>5/8</u>
			Short Bolts in Ceiling	<u>1 1/8</u>	<u>1 1/8</u>	Treenails	<u>5/8</u>	<u>5/8</u>
			Pintles of the Rudder	<u>1 1/8</u>	<u>1 1/8</u>			

PLANKING.—The Space between the Floor Timbers and Lower Foothooks is close inches. The Space between the Top Timbers is close inches.
The Floors consist of 2. Oak The First Foothooks of 2. Oak
The Second Foothooks of 2. Oak The Third Foothooks and Top Timbers of 2. Oak
The Main Keelson is 2. Oak and is free from all defects. The Shifts of the First and Second Foothooks are not less than as approved
The Rider Keelson is none N.B.—When less than prescribed by the Rules, state how many.
The Transoms, Knightheads, Hawse Timbers, & Aprons of 2. Oak ditto. The rest of the Shifts of the Frame are good
Deadwood, of 2. Oak ditto. The Frame is well squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is good
The Stem, and Stern Post of 2. Oak ditto. The main Frames are tie bolted together to the Gunwale.
The Deck and Hold Beams of 2. Oak N.B.—If not, state how bolted.
The Spirketting and Plank-sheers of Wood & Iron Knees of wrought iron
The Main piece of Rudder of 2. Oak Windlass none Trinch fitted
The Keel of 2. Elm The Butts of the Timbers are quite close together; their thickness not less than that of the entire moulding at that place.
The Frame is dovetailed at Butts Butt at each end of the cheek.

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is English Elm pitch pine & 2. Oak as per approved drawing of mid face.
From the above named height to the Wales pitch pine as per approved Midship Section
The Wales and Blackstrakes 2. Oak The Topsides and Sheer-strakes 2. Oak
The Spirketting and Plank-sheers 2. Oak The Waterways Upper Deck 2. Oak
The Decks pitch pine State of good
The Shifts of the Planking are not less than 6 Feet 0 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 not less than 3 between, and without step-butting.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are a side stronger 2. Oak
The Ceiling, Lower Hold, and between Decks pitch pine Shelf Pieces and Clamps 2. Oak

FASTENINGS.—To Hold Beams
The Beams are secured by six pairs of Beam Knee Riders extending down to floor headstuck strakes. Lodging knees are fitted all fore and aft. Iron staple knees
Deck Beams amidships wood knees at ends. The Beams are dovetailed to the shelf. All the in and out bolts are of copper thro' & clenched on rings of same metal. Internal bolts of galvanized iron

Number of Breasthooks 2 wood 2 iron Pointers none Crutches none
Butt End Bolts are of copper & 1/2 metal in the Bottom 2 Bolts in each Butt End one through and clenched. additional bolts
Bilge and Limber Strakes copper bolted through and clenched. Treenails of none How made —
Thickstuff over Double Floors copper bolted through and clenched. General quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given.

Signature John A Houston Surveyor's Signature Edward H. Verney
For DONYLAND SHIPYARDS, LTD. Surveyor to Lloyd's Register of British and Foreign Shipping.

W1366-0179

EQUIPMENT TONNAGE										ANCHORS.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT, PER RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.					
46192	1st Bower	3	2	21	-	3	24	6	3	0	14	3	2	0	ordinary	not stated	Hedderton	26/11/01	Thos. H. H.
46191	2nd "	3	2	18	-	3	27	6	3	0	14	3	2	0	do	do	do	do	do
	3rd "																		
	Collective weight																		
	Stream																		
	Kedge																		
	2nd Kedge.....																		

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable.		Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Rule.		If Patent state name of Patentee.			
				Supplied.	Per Rule.														
32376	75½	1/16	12-15-0-0	19-3-0	18-0-23	120ft	1/16 Stud Link Connop Bros	Hedderton	27/11/01	TOWLINE									
33326	75	1/16	do	19-1-40			do	do	22/11/01	HAUSER									
				39-0-40	36-2-7	150ft	1/16			WARP									

Masts, Yards, &c., are in none condition, and sufficient in size and length.

Standing and Running Rigging none sufficient in size and - in quality.

Sails. none Suit of - Sails, and the following spare sails -

Boats none

Windlass, present state is none much Copaton good Rudder good Pumps good

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?
Flush deck no bulwarks as per approved Midship Section

Cargo Hatchways—How formed? as per approved drawing State size 24'-0" x 12'-0"

If of extraordinary size, state how framed and secured? do

What arrangement for shifting beams? do

Hatches, themselves, whether strong and efficient? yes Main Hatchways—State size as above stated

Order for Special Survey, No. 2177 1st. When the Frame is completed BUILT UNDER SPECIAL SURVEY
Date 8/7/01 DATES of Surveys held while building, 2nd. When the Beams are put in, &c. 101 Aug 26. Sep 10. Oct 10. 29. Nov 18. 25.
Order for Ordinary Survey, No. 128 as per Section 35. 3rd. When completed and before the plank be painted or payed Dec 16. 102 Jan 8. 23 17. 29 Feb 6. 12 visits.

No. 128 in Builder's Yard.

General Remarks. This wood Barge has been built in accordance with the Wood Rules and the approved drawings also the Secretary's letters of the 5th July 1901 & 27 August 1901
The workmanship and materials are good. The whole of the external fastenings are of copper and yellow metal to the entire exclusion of iron from Keel to Gunwale also in heels of cant timbers the internal fastenings where of iron are galvanized.
The interior of the vessel was partly filled with water, before metalling caulking was tested & found satisfactory
This Barge appears eligible in my opinion to be classed.
+ 12 A. Barge for being towed Harbour Purposes C.F. F.T. 11/01
12 yrs Table A
1. Mixed material Sect 34 para 11
2. Metal fastenings Sect 46 para 16
12 A.

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Copper Yellow metal on felt When last done Nov 1901
I am of opinion this Vessel should be Classed 12 A "Barge" for being towed Harbour Purposes
The Amount of the Entry Fee ... £ 1 : 0 : 0 Fees applied for, 7/3 1902
Special ... £ 7 : 0 : 0 Received by me, Edwards
Certificate ... £ : : 18/2 1902
Travelling Expenses, if any, £ 2.16/-

Committee's Minute TUES. FEB 11 1902 18

Character assigned 12 A - Barge for being towed
9+12 yrs Mat Harbour purposes
C.F. 11/01

The Surveyors are requested not to write on or below the space for Committee's Minute.