

WOOD SHIP

LON. 64285. 1021
THUR. 1 MAY 1902

No. 64285 Survey held at *Rowledge* Date, First Survey *26 Aug* Last Survey *29 Apr 1902*
the *Wood Barge* No. 129 named *ALICE* (61) Master *none appointed*
TONNAGE under Tonnage Deck *56.91*
Ditto of Spar Deck, or Awaiting Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on deck *3-19*
Ditto of Forecastle *60.10*
Gross Tonnage *60.10*
Crew Space, as per Rule
Register Tonnage, cut on Beam *60.10*
Engine Room
Register Tonnage, as a Steamer, cut on the Beam
Built at *Rowledge* When built *1901-82* Launched *27 March 1902*
By whom built *Donyland Shipyards, Ltd., Cape Copper Co*
Port belonging to *London* Destined Voyage *Cape*
If Surveyed while Building, Afloat, or in Dry Dock *Built under Special License*

Length as per Section 39	Feet. 65	Inches. 6	Extreme Breadth Outside...	Feet. 17	Inches. 3	Depth of Hold	Feet. 7	Inches. 8 1/2	No. of Decks with Flat laid	<i>one</i>
Length of Keel	63	0	Round of Beam	6	6	Depth from limber-strakes to under side of lower deck beam	8	1 1/2	No. of Tiers of Beams	<i>one</i>
						Depth, Moulded				

SCANTLINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			THICKNESS.		Dimensions of Ship per Register. 65-6 x 17-2 x 7-5 Length 656 breadth 17-2 depth 7-70	
	SIDED.	MOULDED.		SIDED.	MOULDED.		In Ship.	Per Rule, or as Approved.		
		Middle.	End.		Middle.	Ends.				
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							Wales	2 3/4	2 3/4	
Top Timbers	3	4 1/2	6	5 1/2	4 1/2	6 5/2	Topsides	2 3/4	2 3/4	
Deck Beams { No 10 Average Space { 36	7	7	6	7	7	6	Sheer Strakes	2 3/4	2 3/4	
Deck Beams, length amidships		15-7 1/2		15-7 1/2			Plank Sheers			
Hold Beams { No Average Space {							Coarboard Waterway Upper Deck...	4 1/2	4 1/2	
Hold Beams, length amidships							Ways Lower Deck...			
Keel	12	5	5	12	4	4	Ditto, faying surface against Timbers			
Scarphs of Ditto		4-8		4-8			Upper deck	2 1/2	2 1/2	
Keelsons	12	12	12	12	12	12				
Scarphs of Ditto		4-6		4-6						

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

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

TIMBERING.—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 *8 Oak* The First Foothooks of *8 Oak*The Second Foothooks of *8 Oak* The Third Foothooks and Top Timbers of *8 Oak*The Main Keelson is *8 Oak* and *1/2* free from all defects. The Shifts of the First and Second Foothooks are not less than *as per 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 *8 Oak* ditto. The rest of the Shifts of the Frame are *good*Deadwood, of *8 Oak* and *8 Oak* ditto. The Frame is *well* squared from First Foothook Heads upwards.The Stem, and Stern Post of *8 Oak* ditto. and *is* free from sap, and from thence downwards, the frame is *good*The Deck *and* Beams of *8 Oak* The main Frames are *te* bolted together to the Gunwale.Breasthooks of *Wood* *iron* *the Beams* *iron* N.B.—If not, state how boltedThe Main piece of Rudder of *8 Oak* Windlass of *none* *double purchased* The Butts of the Timbers are *quite* close together; their thickness not(The Keel of *8 Oak* *8 Oak*) *much fitted* less than *that* of the entire moulding at that place.The Frame is *double* *at butts* But at each end of the chock.PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *English 8 Oak* *pitch pine* *8 Oak*From the above named height to the Wales *pitch pine* *as per approved* *this* *as per approved* *midship* *section*The Wales and Black strakes *8 Oak* The Topsides and Sheer-strakes *8 Oak*The Spirketting and Plank-sheers *8 Oak* The Waterways *Upper Deck* *8 Oak*The Decks *pitch pine* State of *good* *Lower Deck*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-buttling.PLANKING INSIDE.—The Limber-strakes and Bilge-strakes and *side strakes* *8 Oak*The Ceiling, Lower Hold, and between Decks *pitch pine* Shelf Pieces and Clamps *8 Oak*FASTENINGS.—To Hold Beams
The beams are secured by six pairs of wrought iron knee Riders, extending down to truck strakes over floor heads. Lodging pieces are fitted to beams all fore and aft. Iron staple lodging pieces amidships & wood pieces at ends. All the in and out bolts thro' skin are of copper clenched on rings of the same metal. The internal bolts are of galvanized iron.
Number of Breasthooks *2 wood* *2 iron* Pointers *Crutches*
Butt End Bolts are of *Copper & Y.M.* in the Bottom *2* Bolts in each Butt End *one* through and clenched, with *additional copper* *iron* *bolts* *into* *planks*
Bilge and Limber Strakes *Copper* bolted through and clenched. Treenails of *8 Oak* How made *not at*
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.
Builder's Signature *E. A. Hayes* Surveyor's Signature *Edward H. Carey*
Surveyor to Lloyd's Register of British and Foreign Shipping.

EQUIPMENT TONNAGE										ANCHORS.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT, REG. BY RULE.				Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
46996	1st Bower	2	3	23	1	0	9	5	10	0	0	3	2	0	0	Ordinary	Perrins	Netherton 24/4/02	
46997	2nd „	2	3	23	1	0	7	5	10	0	0	3	2	0	0	„	DO	DO DO	
	3rd „																	H Green Supt.	
	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.
				Supplied.	Per Rule.									
23523	75	1 1/16	5-10 1/2	18-25	26-1-17	30 1/16	Stadler	Perrins	Tiplon 22/4/02	TOWLINE				75 fms 3
23524	75	1 1/16	5-10 1/2	18-27			DO	DO	DO DO	HAWSER				75 fms 3
Iron Steam Chain Steel Wire									C. E. Bennett	WARP				75 fms 3

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 none

Boats none

Windlass, present state is none much Capstan 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 working section

Cargo Hatchways—How formed? as per approved mud keel 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.	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>Built under Special Survey</u>
Date		2nd. When the Beams are put in, &c.	<u>101 Aug 26 Sep 10 Oct 10 29 Nov 18 25.</u>
Order for Ordinary Survey, No.		3rd. When completed and before the plank be painted or payed	<u>11 Dec 16 Jan 8 Feb 3 28 Mch 11 24 Apr 7.</u>
Date			<u>102 Apr 21 29.</u>

No. 129 in Builder's Yard.

General Remarks. This wood barge has been built in accordance with the Society's Rules for Wood Vessels, and the approved drawings also the Secretary's letters of the 5th July 1901 and 27 August 1901

The workmanship and materials are good. The whole of the external fastenings are of English Oak treenails and copper or yellow metal bolts to the entire exclusion of iron from keel to gunwale. The canoe timbers are secured at heel to deadwood by yellow metal bolts and the internal fastenings where iron are galvanized.

The interior of the hull was partly filled with water before coppering & found to be tight & satisfactory.

This barge appears to be eligible in our opinion to be classed as follows:—

13 9 years tabe. A
2 " mixed materials Rule Sect 84 par 11"
metal fastenings Sect 46 " 16"
+ 12 A—Barge for being towed "Harbour purposes" CF FTC "

Present condition of Caulking of Bottom good Deck, good and Waterways. good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled ✓ When last done March 1902

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, 1/5 18 02

Special £ 7 : 0 : 0 Received by me, 5 5 18 02

Certificate £ : : : JKW

Travelling Expenses, if any, £ 5 : 3 : 10.

Edward F. Henry
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 6 MAY 1902 18

Character assigned 12A -
Barge for being towed Harbour purposes
6 1/2 9 x 12 yrs max Feb. 3. 02

CERTIFICATE WRITTEN, 5.5.02