

## WOOD SHIP.

PRI, FEB 7 1902

No. 64063 Survey held at Powhedge near Date, First Survey 26 Aug 01 Last Survey 6-2-1902  
on the Wood Barge No 130 Colchester "Margaret" Master none appointedTONNAGE under Tonnage Deck  
Ditto of Spar Deck, or Awning Deck  
Ditto of Poop, or Raised Qr. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage  
Crew Space, as per Rule  
Register Tonnage, cut on Beam  
Engine Room  
Register Tonnage, as a Steamer,  
cut on the Beam3.49  
60.03  
60.03Built at PowhedgeWhen built 1902Launched 19 Jan 1902By whom built Donyland Shipyard, Dublin

Cape Copper Co

Port belonging to LondonDestined Voyage Cape

If Surveyed while Building, Afloat, or in Dry Dock Built under Special Survey

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

## SCANTLINGS OF TIMBER.

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 <sup>✓</sup>	.	18	.	.	2 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>	Length 65.2 breadth 17.2 depth 7.65
Floors .....	5 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	2 <sup>✓</sup>	6 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	5 <sup>1</sup> / <sub>2</sub>	2	6 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>4</sub> <sup>✓</sup>	2 <sup>1</sup> / <sub>4</sub>	
1st Foothooks .....	5 <sup>✓</sup>	2 <sup>✓</sup>	6 <sup>✓</sup>	5	7	6	3 <sup>✓</sup>	3	
2nd Ditto .....	5 <sup>✓</sup>	6 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	6 <sup>✓</sup>	5	6 <sup>1</sup> / <sub>2</sub>	6	2 <sup>1</sup> / <sub>4</sub> <sup>✓</sup>	2 <sup>1</sup> / <sub>4</sub>	
3rd Ditto .....	3	4 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	6 <sup>✓</sup>	5 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	4 <sup>1</sup> / <sub>2</sub>	6	2 <sup>3</sup> / <sub>4</sub> <sup>✓</sup>	2 <sup>3</sup> / <sub>4</sub>	
Top Timbers .....	3	4 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	6 <sup>✓</sup>	5 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	4 <sup>1</sup> / <sub>2</sub>	6	2 <sup>3</sup> / <sub>4</sub> <sup>✓</sup>	2 <sup>3</sup> / <sub>4</sub>	
Deck Beams } No 10 Average Space } 36		15-7 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>		15-7 <sup>1</sup> / <sub>2</sub>			2 <sup>3</sup> / <sub>4</sub> <sup>✓</sup>	2 <sup>3</sup> / <sub>4</sub>	
Deck Beams, length amidships .....	7 <sup>✓</sup>	7 <sup>✓</sup>	6	7	7	6	2 <sup>3</sup> / <sub>4</sub> <sup>✓</sup>	2 <sup>3</sup> / <sub>4</sub>	
Hold Beams } No Average Space }	.	.	.	.	.	.	.	.	
Hold Beams, length amidships .....									
Keel .....	12 <sup>✓</sup>	5 <sup>✓</sup>	5 <sup>✓</sup>	12 <sup>✓</sup>	4 <sup>✓</sup>	4 <sup>✓</sup>	4 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	4 <sup>1</sup> / <sub>2</sub>	
Scarphs of Ditto .....		4-0 <sup>✓</sup>		4-0			.	.	
Keelsons .....	12 <sup>✓</sup>	12 <sup>✓</sup>	12 <sup>✓</sup>	12 <sup>✓</sup>	12 <sup>✓</sup>	12 <sup>✓</sup>	2 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	2 <sup>1</sup> / <sub>2</sub>	
Scarphs of Ditto .....		4-6 <sup>✓</sup>		4-6					
Garboard Strakes .....							2 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>	
Garboard to Bilge .....							2 <sup>1</sup> / <sub>4</sub> <sup>✓</sup>	2 <sup>1</sup> / <sub>4</sub>	
Bilge Planks .....							3 <sup>✓</sup>	3	
Bilge to Wales .....							2 <sup>1</sup> / <sub>4</sub> <sup>✓</sup>	2 <sup>1</sup> / <sub>4</sub>	
Wales .....							2 <sup>3</sup> / <sub>4</sub> <sup>✓</sup>	2 <sup>3</sup> / <sub>4</sub>	
Topsides .....							2 <sup>3</sup> / <sub>4</sub> <sup>✓</sup>	2 <sup>3</sup> / <sub>4</sub>	
Sheer Strakes .....							2 <sup>3</sup> / <sub>4</sub> <sup>✓</sup>	2 <sup>3</sup> / <sub>4</sub>	
Plank Sheers .....							.	.	
Water Upper Deck } Ways Lower Deck }							4 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	4 <sup>1</sup> / <sub>2</sub>	
Ditto, faying surface against Timbers .....							.	.	
Upper deck .....							2 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	2 <sup>1</sup> / <sub>2</sub>	

INSIDE PLANK.	THICKNESS.	
	In Ship.	Per Rule or as Approved.
	Ins.	Ins.
Limber Strakes .....	1 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	1 <sup>1</sup> / <sub>2</sub>
Bilge Planks .....	3 <sup>✓</sup>	2 <sup>1</sup> / <sub>2</sub>
Ceiling in Flat .....	1 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	1 <sup>1</sup> / <sub>2</sub>
Ditto Bilge to Clamp ..	1 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	1 <sup>1</sup> / <sub>2</sub>
Hold Beam Clamps ..	.	.
Deck Beam Ditto .....	6x8 <sup>1</sup> / <sub>2</sub> x9	5x12x
Ceiling 'twixt Decks ..	1 <sup>1</sup> / <sub>2</sub> <sup>✓</sup>	.
Hold Beam Shelves .....	.	.
Deck Beam Ditto .....	8x6x9	8x5x9

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	7/8	7/8	Transoms and throats of Hooks	1 1/8	1 1/8	Hold Beam		
Scarp of Keel, No	3/4	3/4	Arms of Hooks	1 1/8	1 1/8	Boots in		
Keelson Bolts through Keel at each Floor	3/4	3/4	Thro' Bilge and Limber Strakes	9/16	9/16	Deck Beam		
Bolts through Heels of Timbers against Deadwood	5/8	5/8	Thickstuff over Double Floors	9/16	9/16	Boots in		
Frame Bolts	1/2	1/2	Butt End Bolts	9/16	9/16	Nails or Bolts in Flat of Deck		
			Short Bolts in Ceiling	9/16	9/16	Treenails		
			Pintles of the Rudder	1 1/8	1 1/8			

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 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 per app 7/8.  
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 & Elm ditto. The Frame is well squared from First Foothook Heads upwards.The Stem, and Stern Post of 2. Oak ditto. and is free from sap, and from thence downwards, the frame is good.The Deck and Beams of 2. Oak. The main Frames are tie bolted together to the Gunwale.Breasthooks of Wood Iron 2. Beam of iron N.B.—If not, state how bolted.The Main piece of Rudder of 2. Oak Windlass of none The Butts of the Timbers are quite close together; their thickness notThe Keel of 2. Elm. The Frame is Donnell good at each end of the chock.PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is 2. Elm pitch pine as per approved mid section.From the above named height to the Wales pitch pine as per approved mid section.The Wales and Black strakes 2. Oak. The Topsides and Sheer-strakes 2. Oak.The Spirketting and Plank-sheers 2. Oak. The Water ways 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 three between, and without step-bulging.PLANKING INSIDE.—The Limber-strakes and Bilge-strakes and side strakes 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 6 pairs of Beam Knee riders extending down

to floor heads. Rodding Knees are fitted all fore and aft. Iron staples

Knees amidships + wood Rodding Knees at ends. The Beams are dowelled

to the sheef. all the in and out bolts are of copper clenched on rug

of the same metal. The internal bolts of galvanised iron.

Number of Breasthooks 2 wood 2 iron Pointers 2 Crutches 2Butt End Bolts are of copper & Y.M. in the Bottom 2 Bolts in each Butt End 2 through and clenched 2Bilge and Limber Strakes copper bolted through and clenched. Treenails of 2. Oak How made mootedThickstuff 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.

FOR DONYLAND SHIPYARDS, LTD. Surveyor's Signature E. J. TierneyBuilder's Signature John Affoustone Surveyor to Lloyd's Register of British and Foreign Shipping

W1522-0160



ANCHORS.

EQUIPMENT TONNAGE

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.	Cwts.	lbs.			
46257	1st Bower .....	3	2	8	3	2	8	6	0	3	2	3	2	Ordinary	Not stated	Netherpton 7 Dec 1901.
46256	2nd " .....	3	2	1	3	2	1	6	0	3	2	3	2	do	do	Signed. H. Green.
	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 Towing.	Fathoms and Size per Rule.
				Supplied.	Per Rule.									
32471	75	1 1/2	12.5.0.0	20.0.13	16.0.23	120	1/4 stud link	Not stated	Netherpton 7 Dec 1901	TOWLINE				
32472	75	1 1/2	do	20.0.9	16.0.23	120	1/4 stud link		Signed. H. Green.	HAWSER				
										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 Capstan good Rudder good Pumps good

Windlass, present state is none

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?  
Rush deck no bulwarks as per approved midship Section

Cargo Hatchways—How formed? as approved 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. 5177 1st. When the Frame is completed Built under Special Survey  
Date 8/7/01 DATES of Surveys held while building, 101 Aug 26. Sep 10. Oct 10. 29. Nov 18. 25. Dec 16  
Order for Ordinary Survey, No. — 2nd. When the Beams are put in, &c. 102 Jan 8. 23. 27. 29 + Feb 6 = 12 visits.  
Date — 3rd. When completed and before the plank be painted or payed

No. 130 in Builder's Yard.

General Remarks.

This wooden Barge has been built in accordance with the Rules and the approved Drawing also the Surveyors' letters of the 5/7/01 and 27/8/01.

The workmanship and materials are good. The whole of the external fastenings are of copper. Yellow metal or 2 Oak Treenails to the entire exclusion of iron from Keel to Gunwale. The heels of the cant timbers are secured by Y.M. Bolts and the internal fastenings where of iron are galvanised.

The interior of the vessel was partly filled with water before metalling & found tight & satisfactory.

This Barge appears to be eligible in my opinion to be classed as follows:—viz.  
+ 12 A Barge for being towed Harbour purposes C.F.F.C. 1/02

viz. 9 1/2 Table A mixed material Sect 34 bar 11  
1 1/2 metal fastenings Sect 46 " 16

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Copper on felt When last done Jan'y 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, 7/3 1902.

Special ... £ 7 : 0 : 0 Received by me, Edward J. Turner

Certificate ... £ : : : 15/7 1892

Travelling Expenses, if any, £ 1 : 8/

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

Committee's Minute

TUES. FEB 11 1902

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Character assigned

12 A - Barge for being towed Harbour purposes

9+12 yrs mat C.F. 7 Dec 1902

BEST CERTIFICATE WRITTEN

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