

WOOD SHIP.

2784

No. *Survey held at Portmadoc* Date, First Survey *10 May 1904* Last Survey *1st May 1905*
on the *3 Masted Schooner "William Morton"* Master *Capt. Lloyd*

TONNAGE under Tonnage Deck *168.18*
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Or. Dk.
Ditto of Houses on deck
Ditto of Forecastle
Gross Tonnage *168.64*
Crew Space, as per Rule
Registered Tonnage, cut on Beam
Engine Room
Register Tonnage, as a Steamer, {
cut on the Beam.....}

Built at *Portmadoc* When built *1904-1905* Launched *22.3.05*
By whom built *David Jones* Owners *Capt. J. Jones, Bank Quay Portmadoc*
Port belonging to *Carnarvon* Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock *While Building*

Length as per Section 39	Feet. Inches.	21	7	Depth of Hold	Feet. Inches.	11	7	No. of Decks with Flat laid	one
Length of Keel	Feet. Inches.	98	0	Depth from limber-strakes to under side of lower deck beam	Feet. Inches.	12	3	No. of Tiers of Beams	
Extreme Breadth Outside	Feet. Inches.	23	7	Depth, Moulded	Feet. Inches.	12	3		
Round of Beam	Feet. Inches.	10	1/2						

SCANTLINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.
	SIDED.	MOULDED.		SIDED.	MOULDED.			In Ship.	Per Rule, or as Approved.	
		Ins.	Middle.		Ends.	Ins.				
TIMBER AND SPACE		21 1/2					Garboard Strakes	3	2 3/4	Length 104.2 breadth 23.7 depth 11.7
Floors	11 1/2	12	9	8 3/4	8 1/4	7 3/4	Garboard to Bilge	3	✓	
1st Foothooks	9 1/2	9	8	7 3/4	7 3/4	7	Bilge Planks	5	✓	
2nd Ditto	8 1/2	8 1/2	7	7	7	6 1/2	Bilge to Wales	3	✓	
3rd Ditto							Wales	4 1/2	4 1/4	
Top Timbers	} No 19 Average Space { 4 ft	7	7	5	6 1/2	6 1/2	5	Topsides	3 1/4	3 1/4
Deck Beams		9 1/2	9 1/2	7	8	8	6 1/2	Sheer Strakes	3 1/8	2 3/4
Deck Beams, length amidships		22 ft						Plank Sheers	3	2 3/4
Hold Beams	} No 2 Average Space {	10	10	9	10	10	8 1/2	Water } Upper Deck...	8 x 9	
Hold Beams, length amidships		19.6						Ways } Lower Deck...		
Keel		11 x 14				10 3/4 x 10 3/4		Ditto, faying surface against Timbers	5	
Scarp of Ditto		6 ft			4.9		Upper deck	3 3/8	3	
Keelsons		12 x 15			11 3/4 x 11 3/4					
Scarp of Ditto		7 ft			5.0					

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

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.
Heel-Knee, and Deadwood abaft		1	Transoms and throats of Hooks	7/8	7/8	Hold Beam Waterway		
Scarp of Keel, No. 6	3/4	3/4	Arms of Hooks	13/16	3/4	Bolts in Knees	3/4	3/4
Keelson Bolts through Keel at each Floor	15/16	7/8	Thro' Bilge and Limber Strakes	1/16	5/8	Bolts in Shelf or Clamp		
Bolts through Heels of Timbers against Deadwood	3/4	11/16	Thickstuff over Double Floors	5/8	5/8	Deck Beam Waterway		3/4
Frame Bolts	5/8 x 3/4		Butt End Bolts	5/8	5/8	Bolts in Knees		7/8
			Short Bolts in Ceiling	6" Spikes	G.I.	Bolts in Shelf or Clamp		3/4
			Pintles of the Rudder	2 1/2	2 1/4	Nails or Bolts in Flat of Deck	6" Spikes	G.I.
						Treenails	1 1/4	Inches

TIMBERING.—The Space between the Floor Timbers and Lower Foothooks is *2 1/2* Inches. The Space between the Top-Timbers is *3 1/2* Inches.The Floors consist of *Eng^o Oak* The First Foothooks of *Eng^o Oak*The Second Foothooks of *100* The Third Foothooks and Top Timbers of *100*The Main Keelson is *Greenheart* and is free from all defects. The Shifts of the First and Second Foothooks are not less than *3' 6"*The Rider Keelson is *Eng^o Oak* ditto. N.B.—When less than prescribed by the Rules, state how many.The Transoms, Knightheads, Hawse Timbers, & Aprons of *Eng^o Oak* ditto. The rest of the Shifts of the Frame are *not less than 1/6 the Breadth*Deadwood, of *Eng Oak* and ditto. The Frame is *well* squared from First Foothook Heads upwards,The Stem, and Stern Post of *100* ditto. and is free from sap, and from thence downwards, the frame is *square*The Deck and Hold Beams of *100* The Alternate Frames are *all through* bolted together to the Gunwale.Breasthooks of *Eng Oak* Knees of *Eng Oak* N.B.—If not, state how bolted.The Main piece of Rudder of *Eng Oak* Windlass of *100* The Butts of the Timbers are *all* close together; their thickness notThe Keel of *American Elm* less than *1/3* of the entire moulding at that place.The Frame is *round* choiced with *a* Butt at each end of the choick.PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *American Elm & P. Pine*.From the above named height to the Wales *P. Pine*.The Wales and Black-strakes *Eng Oak & P. Pine* The Topsides and Sheer-strakes *Eng Oak, Greenheart, P. Pine*The Spirketting and Plank-sheers *Eng Oak* The Water-ways { Upper Deck *Eng Oak, P. Pine*The Decks *Yellow Pine* State of *Good* Lower DeckThe Shifts of the Planking are not less than *5'* Feet *6"* 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 *Three strakes* between, and without step-butting.PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are *P. Pine*The Ceiling, Lower Hold, and between Decks *P. Pine* Shelf Pieces and Clamps *Greenheart*FASTENINGS.—To Hold Beams *One Iron knee fore & aft on each end, and one Iron knee at each end at the side**continued down to take one bolt in floor arm through outside plank*To Deck Beams *Loosening knees, Eng^o Oak & Iron Rider knees coming down from Deck Beams to take two bolts**in the floor heads*Number of Breasthooks *Two Iron, One Wood* Pointers *Two Iron* Crutches *Two Iron*Butt End Bolts are of *Yellow Metal* in the Bottom *Two* Bolts in each Butt End *One* through and clenched.Limber and Limber Strakes *100* bolted through and clenched. Treenails of *Eng Oak* How made *Engine turned*Thickstuff over Double Floors *100* 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

Owner's Signature *David Jones*

Surveyor to Lloyd's Register of British and Foreign Shipping

ANCHORS.

EQUIPMENT TONNAGE

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
53166	1st Bower	7	1	3	1	3	3	9	11	2	7	6	2		Milford	Jones & Lloyd	Netherton, 9.2.05. H. H. H. H.
53167	2nd "	7	1	0	1	3	10	9	9	1	14	6	2				
	3rd "																
	Collective weight																
53165	Stream	3	0	19	0	3	5	5	14	1	14	2					
53193	Kedge	1	3	25	0	2	3	4	10	0	0	1					
	2nd Kedge	1	0	6													

CHAIN CABLES.

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.									
37708	75	1 1/8	85.36.20.0	49.3.19	74.12.6	165-15	Shot link	Jones & Lloyd	Netherton, 15.2.05. H. H. H. H.	TOWLINE	70	6"		75-6"
37707	90	1 1/8	TS 22.15.00							HAWSER	60	8 3/4"		90-14
37709	115	1 1/8	TS 22.16.00	60.1.0						WARP	70	3 1/2"		70-14
37714	60	1 1/8	TS 11.5.00	17.0.11	15.2.0	45-7	Shot link			2 Coir hauling line		3 1/2" x 4"		

HAWSERS AND WARPS.

Masts, Yards, &c., are in *Good* condition, and sufficient in size and length.

Standing and Running Rigging *Good* sufficient in size and *Good* in quality.

Sails. *One Complete* Suit of

Boats *Life Boat & a Lolly Boat*

Windlass, present state is *Good* Canstan

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?

Two freeing Scuttles on each side

State size *9' 6" x 6' 4" x 13'*

Cargo Hatchways.—How formed? *Oblong*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? *Strong & Efficient*

Main Hatchways.—State size *9' 6" x 6' 4" x 13'*

Order for Special Survey, No.

Date

Order for Ordinary Survey, No.

Date

No. in Builder's Yard.

DATES of Surveys held while building, as per Section 35.

- 1st. When the Frame is completed *May 1904*
- 2nd. When the Beams are put in, &c. *5.12.19.26*
- 3rd. When completed and before the plank be painted or payed

General Remarks.

This vessel has been built under Special Survey directed Secretary's letter dated 25 May 1904 with mixed material under the 14 Years grade, the rule 34 and the amended drawing of the Midship section. Timber material of 10+12 years grade. Fastenings judiciously used, and the 1st Par of Rule Section 46 for Yellow metal & Galv² Iron Bolt fastenings fully complied with. Treennails & Yellow metal bolts to the exclusion of Iron in the Outside planking Butts, Limbers, & Bilge planking including Keel, Floors, Keelson, Deadwood, Stem, Stempost, knees, Hooks & Brutches to the height of 1/5 of the Midship depth of hold set down below the upper side of deck at the sides & parallel thereunto fore & aft. Bolts clenched on the same material. Above the bolt fastenings are Galv² Iron as per rule, Section 37 throughout to the exclusion of D.K. Beams. The workmanship is very good and all the rules complied with she is eligible to be Classed Vg

*1 Year for mixed material under Sec 34
1 Year for Salt under Section 37
1 Year for Metal fastenings Sec 46
10 Years under Table A
13 Years A1. 10+12 Years material. cf. Sated*

Present condition of Caulking of Bottom *Good* Deck, *Good* and Waterways *Good*

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *Yellow Metal on Felt* When last done *March 1905*

I am of opinion this Vessel should be Classed *13 A1 with record L.A. & G.P. cf. Sated & 10+12 Years material, Y Metal on Felt and the distinguishing mark **

The Amount of the Entry Fee ... £ 1 : 0 : 0

Special ... £ 8 : 9 : 0

Freight Certificate ... £ 1 : 1 : 0

Travelling Expenses, if any, £

Fees applied for,

1. 5. 1905

Received by me,

8. 5. 1905

J. H. James

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

TUES. 16 MAY 1905

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Committee's Minute

Character assigned

*13 A1
10 + 12 yrs mat
cf. Sated & Lloyd's ASCP
J. H. James*

NULL CERTIFICATE WRITTEN.



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