

WOOD SHIP.

Received at London Office

THURS 21 MARCH 1889

No. 6033 Survey held at *Neaford*Date, first Survey 16th Dec^r 1888 Last Survey 18th March 1889on the *Sark*Master *Laurance Bisher*

TONNAGE under Tonnage Deck 97.44

Ditto of Spar Deck, or Awning Deck

Ditto of Poop, or Raised Or. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Less Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room (if a Steamer)

Register Tonnage, as a Steamer,

cut on the Beam

Built at *Garmouth*

When built 1862

Launched

By whom built *John Duncan*Owners *Jas. M. Walsh & Co. Ltd.*Residence *Neaford*Port belonging to *Neaford*Destined Voyage *Foreign & coasting*If Surveyed while *Repairing*, Afloat, or in Dry Dock *Patent Slip Neaford*

Length as per section 89	Feet.	Inches.	Extreme Breadth Outside ..	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel									
Scantlings of Timber.									
TIMBER AND SPACE						Outside Plank.			
Floors						INCHES.			
1 st Foothooks						In Ship.	Required per Rule.	Dimensions of Ship per Register,	
2 nd Ditto									
3 rd Ditto								length	breadth
Top Timbers								depth	
Deck { N ^o						Inside Plank.			
Beams {						In Ship.	Required per Rule.		
Deck Beams, length amidships ..								Limber Strakes	
Hold { N ^o								Bilge Planks	
Beams {								Ceiling in Flat	
Hold Beams, length amidships ..								Ditto Bilge to Clamp	
Keel								Hold Beam Clamps..	
Scarpings of Ditto								Deck Beam Ditto ..	
Keelsons								Ceiling 'twixt Decks	
Scarpings of Ditto								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.	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.
Heel-Knee, & Deadw'd abaft				Transoms and throats of Hooks				Hold Beam {			
Scarpings of Keel, N ^o				Arms of Hooks				Knees			
Keelson Bolts through Keel				Thro' Bilge and Limber Strakes				Shelf or Clamp			
at each Floor				Thickstuff over Double Floors ..				Deck Beam {			
Bolts thro' Heels of Timbers				Butt End Bolts				Knees			
against Deadwood				Short Bolts in Ceiling				Shelf or Clamp			
Frame Bolts				Pintles of the Rudder				Nails or Bolts in Flat of Deck			
								Treenails 1 1/2 ... Inches			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *Original* Inches. The Space between the Top-Timbers is *Original* Inches.

The Floors consist of *Original*The Second Foothooks of *Do*The Main Keelson is *Greenheart 1866* and — free from all defects.(The Rider Keelsons is *Pitch pine 1889*)The Transoms, Knightheads, Hawse Timbers, & Aprons of *Original* ditto.Deadwood, of *Original* and ditto.The Stem, and Stern Post of *Original* ditto.The Deck and Hold Beams of *Original 1 pitch pine 1889*Breasthooks of *Original* Knees of *Original*The Main piece of Rudder of *Pitch pine 1889* Windlass of *Oak Good*(The Keel of *Original*)

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *Original*

From the above named height to the Wales *Pitch pine 1889*The Wales and Black-strakes *Pitch pine 1889*The Spirketting and Plank-sheers *Pitch pine 1881*The Decks *4 Pine 1881* State of *Good*

The Shifts of the Planking are not less than 5 Feet 6 Inches.

partial, and if partial, in what part of the Ship.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Pitch pine 1881*

The Ceiling, Lower Hold, and between Decks *Pitch pine 1881*

Fastenings.—To Hold Beams Shelf Pieces and Clamps *Pitch Pine 1889*

Deck Beams *are secured with Lodging Runns to each Beam 19 of which are now renewed with Oak Runns. 4 additional pairs of New Riders thoroughly bolted and clinched*

Number of Breasthooks *Original*Butt End Bolts are of *Original* in the Bottom

Bilge and Limber Strakes bolted through and clenched.

Thickstuff over Double Floors bolted through and clenched.

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

Builder's Signature

Surveyor's Signature

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

1 ship complete to New 4
Remains Repair and a good

SAIIS.	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.
	Chain	75 1/2	1	12.0.0		176 1/2	Bower Anchors	2	4.3.14	-		New 1889
Fore Sails,	(State Machine where Tested, Date, or No of Certificate, & Name of Superintendent.)	9 1/2	1 1/2	23 1/2	1889	New						
Fore Top Sails,	Iron Stream Chain	60	1 1/2									
	Ditto Ditto											
Fore Topmast Stay Sails,	Hempen Strm Cable											
	Hawser	60	8 1/2	60	1889							
Main Sails,	Towlines	60	4 1/2	1889			Stream Anchor	1	1.3.1			New 1889
Main Top Sails, and quality	Warp	60	3 1/2	1889			Kedge	1				
							2nd Kedge.					

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length. all New Yards
Her Standing and Running Rigging New & sufficient in size and Good in quality. She has one Long Boat and Good
The present state of the Windlass is Good Capstan and Rudder New Pumps Metal 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?
2 Wash boards on each side

Cargo Hatchways.—How formed? State size
If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?
Hatches, themselves, whether strong and efficient? Rebuilt 1889 Main Hatchways.—State size 12' x 9' Fore Hatch 4' x 4'

Order for Special Survey, No.	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed
Date		2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No.		3rd. When completed, and before the plank be painted or payed
Date		
No.		

General Remarks. The requirements of Section 60 2nd Survey has been complied with by Beam ends exposed Windlass in Pump New Masts all New Middle line both Vessel caulked all over New outfit of Chains Anchor Standing and Running Rigging 6 New Sails remainder Upaired and in good order
From the repairs this vessel has undergone she is now in a good strong condition and worthy to be classed A1 in Red for 5 Years

1000

Present condition of Caulking of Bottom Now Caulked Deck, Now Caulked and Waterways Now Caulked
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled When last done

I am of opinion this Vessel should be Classed A1 in Red for 5 Years from 1889
The Amount of the Entry Fee£ 1 : - : received by me, } 2. 8. 6
Special£ 1 : 1 : 18/3/ 1889
(To be sent as per margin). Certificate .. : 2 : 6

Travelling Expenses, if any, £
Committee's Minute WEDNESDAY 22 MARCH 1889
Character assigned A - in Red
SS89 - 5 yrs
It is submitted that this vessel has undergone large repairs and the requirements of Section 60 2nd Survey appear to have been fully complied with. The vessel appears strong and fit to be classed as A1 in Red.

Certificate to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

