

WOOD SHIP.

(Received at London Office)

3987 Survey held at *Kingsbridge* Date, first Survey *Aug 3/1889* Last Survey *May 15th 1890*
the *wood schooner Nikita* Master *P. Candy - 1890*
Tonnage under Tonnage Deck *104.87* Built at *Kingsbridge* When built *1890* Launched *May 5, 1890*
Tonnage of Spar Deck, or Avining Deck
Tonnage of Poop, or Raised Qr. Dk.
Tonnage of Houses on Deck
Tonnage of Forecastle
Gross Tonnage *109.02* By whom built *Date & Sons* Owners *J. Westcott*
Crew Space, as per Rule *11.92* Residence *Lea's Hill, Plymouth*
Register Tonnage, out on Beam *97.10* Port belonging to *Plymouth* Destined Voyage *Newfoundland*
Engine Room (if a Steamer)
Register Tonnage, as a Steamer, out on the Beam
If Surveyed while Building, Afloat, or in Dry Dock *while building*

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	84.2		21.2			10.55			one
Plankings of Timber.									
Beam and Space	20		19			Outside Plank.			
Boards	8 1/2	9 1/2	7 1/2	7 1/2		Garboard Strakes	2 1/2	2 1/4	Dimensions of Ship per Register, length 84.2 breadth 21.2 depth 10.55
Foothooks	7 1/2	7	6 1/2	6 1/2		Garboard to Bilge	2 1/2	2 1/4	
Ditto	7	6 1/2	6	6		Bilge Planks	3 1/2	3	Inside Plank.
Ditto	6 1/2	8 1/4	4 3/4	5 3/4		Bilge to Wales	2 1/2	2 1/4	
Timbers	6 1/2	8 1/4	4 3/4	5 3/4		Wales	3 1/2	3 1/2	In Ship. Required per Rule.
Keel	8	8	6 1/2	7 1/4		Topsides	2 3/4	2 1/2	
Keel Beams, length amidships	9.4					Sheer Strakes	2 3/4	2 1/2	In Ship. Required per Rule.
Keel Beams, length amidships	10	14 1/2	9	9		Plank Sheers	2 1/2	2 1/4	
Planks of Ditto	6.6		4.3	9		Water Upper Deck	9x7		In Ship. Required per Rule.
Planks of Ditto	14	13 1/2	10	10		Ways Lower Deck	4 1/2		
Planks of Ditto	None					Ditto, faying surface against Timbers	4 1/2		In Ship. Required per Rule.
						Upper Deck	2 3/4	2 1/2	

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

Keel-Knee, & Deadw'd abaft carphs of Keel, N°.	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Hold Beam	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	1 1/2	Bolts in			
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	1 1/2	1 1/2	1 1/2	Deck Beam			
Same Bolts	1 1/2	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	1 1/2	Bolts in			
	1 1/2	1 1/2	1 1/2	Butt End Bolts	1 1/2	1 1/2	1 1/2	Waterway			
	1 1/2	1 1/2	1 1/2	Short Bolts in Ceiling	1 1/2	1 1/2	1 1/2	Knees			
	1 1/2	1 1/2	1 1/2	Pintles of the Rudder	2 1/2	2 1/2	2 1/2	Shelf or Clamp			

The Space between the Floor Timbers and Lower Foothooks is 4 Inches. The Space between the Top-Timbers is 6 1/2 Inches.

Floors consist of *Eng Oak*
Second Foothooks of *do*
Main Keelson is *P. Pine* and is free from all defects.
The Rider Keelson is *do*
Transoms, Knightheads, Hawse Timbers, & Aprons of *Eng Oak* ditto.
Deadwood, of *Eng Oak* and ditto.
Stem, and Stern Post of *Eng Oak* ditto.
Deck and Hold Beams of *do*
Asthooks of *Eng Oak* Knees of *Iron*
Main piece of Rudder of *Eng Oak* Windlass of *Eng Oak*
Keel of *Eng Oak*

The Shifts of the First and Second Foothooks are not less than *6 1/2* N.B.
N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are *same*
The Frame is *well* squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is *same*
The Frames are *all* bolted together to the Gunwale.

N.B. If not, state how bolted
The Butts of the Timbers are *all* close together; their thickness not less than *1 1/2* of the entire moulding at that place.
The Frame is *cross* chocked with *2* Butt at each end of the choek.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *4* strakes *Eng Oak*
In the above named height to the Wales *P. Pine*

Wales and Black strakes *P. Pine*
The Topsides & Sheer-strakes *Eng Oak*
Spiketting and Plank-sheers *Eng Oak*
The Water-ways { Upper Deck *P. Pine*
Lower Deck *P. Pine*

Decks *yellow Pine* State of *good*
Shifts of the Planking are not less than *5* 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.

Planking Inside.—The Limber-strakes and Bilge-strakes are *P. Pine*
The Planking is wrought *3 or more* between, and without step-buttting.

Ceiling, Lower Hold, and between Decks *P. Pine*
Shelf Pieces and Clamps *P. Pine*

Fastenings.—To Hold Beams

Keel Beams *Secured to sides with iron staple knees in all the beam spaces & bolted to clamps*

Number of Breasthooks *two*
End Bolts are of *Y. M.* in the Bottom *two*
Limber Strakes *driven from the* bolted through and clenched.
Thickstuff over Double Floors *do* bolted through and clenched.
General Quality of Workmanship *good*
How Made *moulded*

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

Builder's Signature *W. Date & Sons*
Surveyor's Signature *W. D. Dwyer & J. Milling*
Surveyor to Lloyd's Register of British and Foreign Shipping.

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendant, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendant, also Number of Certificate.
Fore Sails,	Chain	60 1/2	1	24	16	10754, 10763	Bower	1	5.2.268	0.3.14	5 tons	Hetherin, D. H. Lewis
Fore Top Sails,	Iron Stream Chain	45	1/2	24	16	10754, 10763	Anchors	1	5.3.20	do	do	27342, 27341
Fore Topmast Stay Sails,	Ditto Ditto					10755						
Main Sails,	Hempen Strm Cable	45	5 1/2		3		Stream Anchor		1.3.16	—	1 1/2 c.	
Main Top Sails, and quality	Hawser	90	9		5 1/2		Kedge		with stock			
	Towlines	75	4 1/2		—		2nd Kedge.		1.0.8	with stock	3/4	
	Warp	75	3 1/2		—							

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.
 Her Standing and Running Rigging is is sufficient in size and good in quality. She has one Long Boat

The present state of the Windlass is good Capstan good and Rudder good Pumps 5 in. 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 green ports in bulwarks on each side of vessel

Cargo Hatchways.—How formed? comings & head ledges State size 3-8 x 4-0 & 4-6 x 3-11
 If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams? —

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 10-0 x 6-3

Order for Special Survey, No. <u>98</u>	DATES of Surveys	1st. When the Frame is completed	} <u>From Aug 31st 1889 to May 15, 90</u>
Date	held while building, as per Section 35.	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.	in Builder's Yard.		

General Remarks. This vessel is built of 9 & 12 years' materials of good quality, under special Survey & also in accordance with the Committee's letter dated Sep. 6, 1889

The workmanship is superior & the fastenings additional & the vessel has been salted in accordance with Section 37 of the Rules
Holes have been bored in the butts of the planks & the caulking otherwise tested & found good; the vessel has been sheathed with yellow metal but not on paper or felt.

Submitted for the favourable consideration of the Committee to be classed 12 years A, as follows:

9 years Table A.
2 " Mixed Mat.
1 year Salting
12 years A 9 & 12 years mat, salted +

Present condition of Caulking of Bottom good Deck, good and Waterways good
 If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled yellow metalled When last done now
 I am of opinion this Vessel should be Classed A.1 12 years

The Amount of the Entry Fee £ 1 : 0 : 0 received by me, £10.17.2
 Special £ 5 : 9 : 0 May 10 1890
 (To be sent as per margin). Certificate :

Travelling Expenses if any, £4.8.2
 Committee's Minute TUES 20 MAY 1890
 Character assigned A1 for 12 years
LARCP 9 & 12 yrs mat
Salted +

W. N. Dawsey & Amell
 Surveyors to Lloyd's Register of British and Foreign Shipping.
 It is submitted that this vessel appears worthy to be classed 12 A as recommended therein.
9 years Table A.
2 " Mixed Material
1 " Salting
12 years A.1. 9 & 12 years material salted +

Certificate to be sent to the Registrar of Shipping

Lloyd's Register Foundation