

WOOD SHIP.

2954

No. 2954 Survey held at *Portmadoc* Date, First Survey *June 1-1912* Last Survey *WED. JUN. 11, 1913*
on the "*Estiana*" Master

Tonnage under Tonnage Deck *124.56* Built at *Portmadoc* When built *1912-1913* Launched *22. 4. 13*
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Or. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage *124.56* By whom built *D. Williams* Owners
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Register Tonnage, as a Steamer, }
cut on the Beam..... }

Length as per Section 39	Feet. 95	Inches. 0	Extreme Breadth Outside...	Feet. 22	Inches. 6	Depth of Hold.....	Feet. 10	Inches. 6	No. of Decks with Flat laid <i>one</i>
Length of Keel.....	87	6	Round of Beam.....	7	1/2	Depth from limber-strakes to } under side of lower deck beam }			No. of Tiers of Beams
						Depth, Moulded.....			

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.	
		Middle.	Ends.		Middle.	Ends.				
TIMBER AND SPACE		21 1/2					Garboard Strakes	2 3/4	2 1/2	Length 95.0 breadth 22.6 depth 10.5
Floors	10	11		8 3/4	8 3/4		Garboard to Bilge	2 3/4	2 1/2	
1st Foothooks	8 1/2	9	8	7 3/4	7 3/4		Bilge Planks	4 1/2	2 1/2	
2nd Ditto	8	8	7 1/2	7	7		Bilge to Wales	2 3/4	2 1/2	
3rd Ditto	7 1/2	6 1/2	5	6 1/2	8 1/2	5	Wales	4 1/2	4	
Top Timbers							Topsides.....	3	3	
Deck { No. 18 Average Space } 4 ft	8 1/2	8 3/4	6 1/2	8	8	6 1/2	Sheer Strakes.....	3	3	
Beams { No. 2 Average Space } 22 ft		21-9					Plank Sheers	2 3/4	2 1/2	
Deck Beams, length amidships							Water { Upper Deck... 8 x 8			
Hold { No. 2 Average Space } 22 ft							Ways { Lower Deck...			
Hold Beams, length amidships							Ditto, faying surface against Timbers	5	4 1/2	
Keel.....	10 1/2	14 1/2		9			Upper deck.....	3	2 1/2	
Scarp of Ditto.....	6 ft			4-9						
Keelsons	11	15		10						
Scarp of Ditto.....	7 ft			5						

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

or Iron: also of Treennails.

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

	Copper or YM in Ship.			Size required per Rule.		Copper or YM in Ship.			Size required per Rule.		Copper or YM in Ship.			Size required per Rule.
	Ins.	Ins.	Ins.			Ins.	Ins.	Ins.			Ins.	Ins.	Ins.	
Heel-Knee, and Deadwood abaft...	1 1/2	1 1/2	1 1/2	15/16		7/8	7/8	7/8						
Scarp of Keel, No. 6	3/4		3/4	3/4		3/4	3/4	3/4						
Keelson Bolts through Keel at each Floor	15/16		7/8	7/8		5/8	5/8	5/8						
Bolts through Heels of Timbers against Deadwood	11/16		11/16	11/16		5/8	5/8	5/8						
Frame Bolts.....	9/8	3/4				3		2						
Transoms and throats of Hooks...														
Arms of Hooks														
Thro' Bilge and Limber Strakes														
Thickstuff over Double Floors														
Butt End Bolts.....														
Short Bolts in Ceiling.....														
Pintles of the Rudder.....														
Hold Beam } Waterway														
Bolts in } Knees.....														
Deck Beam } Waterway														
Bolts in } Knees.....														
Nails or Bolts in Flat of Deck														
Treenails... 1 1/2... 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 Oak* The First Foothooks of *Eng Oak*

The Second Foothooks of *do* The Third Foothooks and Top Timbers of *do*

The Main Keelson is *Green Heart* and *do* free from all defects. The Shifts of the First and Second Foothooks are not less than *3. 6*

(The Rider Keelson is.....) N.B.—When less than prescribed by the Rules, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of *Eng 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 *Eng Oak* ditto. and is free from sap, and from thence downwards, the frame is *square*

The Deck and Hold Beams of *do* The *Ultimate* Frames are *all thro* bolted together to the Gunwale.

Breasthooks of *Eng Oak + Iron* Knees of *Eng Oak* N.B.—If not, state how bolted.

The Main piece of Rudder of *Eng Oak* Windlass of *Iron* The Butts of the Timbers are *all* close together; their thickness not less than *5 the frame* of the entire moulding at that place.

(The Keel of *Eng Elm*) The Frame is *crossed* choiced with *E Oak* Butt at each end of the choik.

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *Eng Oak + Pitch Pine*

From the above named height to the Wales *Pitch pine* The Topsides and Sheer-strakes *Greenheart Eng Oak + Pitch pine*

The Wales and Black-strakes *do* The Water-ways { Upper Deck *Eng Oak + Pitch pine*

The Spirketting and Plank-sheers *Eng Oak* The Decks State of *Good* Lower Deck

The 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 *3 Strakes* between, and without step-butting.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are *Pitch pine* Shelf Pieces and Clamps *Greenheart*

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

FASTENINGS.—To Hold Beams *Two iron knees to each end of Beam bolted thro the outside planking with 3/4 metal bolts + clenched on rings of the same material*

Deck Beams *Wood lodging knees Eng Oak double fitted in each space and in addition six pairs of iron knees and bolted thro the floor heads*

Number of Breasthooks *2 Eng Oak 1 Iron* Pointers *do* Crutches *One Iron + one transom*

Butt End Bolts are of *Yellow metal* in the Bottom *Two* Bolts in each Butt End *one* through and clenched.

Bilge and Limber Strakes *do* bolted through and clenched. Treenails of *Eng Oak* How made *Engine turned*

Thickstuff over Double Floors *do* 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.

Builder's Signature *David Williams* Surveyor's Signature *John James*

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

1883-0117

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.			
34454	1st Bower	6	0	0	1	2	0	8	5	0	0	5	-	-	Ordinary		Tipton 14.4.13
40397	2nd "	5	1	14	1	1	14	7	14	0	7	5	-	-	do		do 14.4.13
40595	3rd "	2	1	14	-	2	14	4	17	2	0	1	2	-	do	C.E. Perrins Super	
	Collective weight																
	Stream														do		14.4.13
	Kedge	1	2	7				3	18	3	0	3	-	-			
	2nd Kedge																

CHAIN CABLES.

HAWSERS AND WARPS.

CHAIN CABLES.															
Number of Certificate.	Fathoms.	Size.	Test per Certificate.		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.
			Tons.	Supplied.	Per Rule.	Per Rule.									
41799	165½	1"	38.27 000 75.78 000	86.2 9		135 - 13/16	Patent Link		Tipton, April, 1913 C. Perrins		TOWLINE Coir	60	8¾"		75 - 5½"
											HAWSER Manila	65	5½"		90 - 3"
	603	9/16	38.7 10 00 75.3 15 00	11.2 0		45 - 9/16	Close Link		Tipton, April 1913 C. E. Perrins		WARP Manila	70	4"		
Iron Steam Chain or Steel Wire ... }											Coir	70	4"		
											do	70	3½"		

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

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

Sails. *Good* One - Suit of *Complete* Sails, and the following spare sails *Main sail, Topsail, Standring Jib*

Boats *one life Boat + one Lolly Boat*

Windlass, present state is *Good* Capstan 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

Cargo Hatchways.—How formed? *Oblong* State size

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' 5" x 14"*

Order for Special Survey, No.

Date

Order for Ordinary Survey, No.

Date

No. in Builder's Yard.

General Remarks.

This vessel has been built under Special Survey directed by Society's letter dated 30.5.12. with mixed material under the 14 Years grade the Rule 34 and the annexed drawing of the Midship section. Timber material of 10 + 12 years grade. Fastenings judiciously used + the 1st Par. of the Rule section 46 for Yellow Metal + Gal. Iron Bolts fully complied with. Treennails + Yellow metal bolts to the exclusion of Iron in the outside planking in Butts. Limbers + Bilge planking including keel, Floors, Keelson, Deadwood, Stem, Sternpost, Rnees, Hooks + Crutches to the height of 3' of the Midship section of hold set down below the upper side of deck at the sides + parallel thereunto fore + aft. Bolts clenched on rings of the same material. Above the Bolt fastenings are Galv. + Iron + thro bolts are clenched on rings of the same material. Stops fitted and the ship Salted as per rule Section 37 throughout to the exclusion of Deck-beams. The workmanship is very good and the rules complied with. She is eligible to be Classed

1 Year for mixed material
1 Year for Salting section 37
1 Year for Metal fastenings Sec 46.
10 Years under Table A

13 A1. 10 + 12 Years material, Cf. Salted.

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 *April 1913*

I am of opinion this Vessel should be Classed *13 A1. with record L.A. + G.P. Cf. Salted + 10 + 12 years material, Y Metal*

The Amount of the Entry Fee ... £ *1 : 0 : 0* Fees applied for, *7. 6. 1913*

Special ... £ *7 : 10 : 0* Received by me, *7. 6. 1913*

Freight Certificate ... £ *1 : 1 : 0* Received by me, *7. 6. 1913*

Travelling Expenses of entry, &c. *10/6*

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

Committee's Minute

FRI. JUN. 20. 1913

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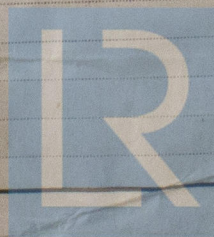
Character assigned

13 A1

10 + 12 years material Cf. W.

*Despatch
Fry. 14. 13.*

13. 6. 13



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