

RECEIVED

Rpt. 2.

14 NOV 1947

## WOOD SHIP.

12 NOV 1947

No. 115783 Survey held at HULL  
on the M.V. "KRISTIN"Date, First Survey 12-5-47 Last Survey 21-10-1947  
Master

16891

16891

Official Number  
TONNAGE 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 Beam.

Built at PAR

When built 1944

Launched

By whom built CURTISS

Owners

Geddeson & Co Ltd  
ST ANDREWS DOCK, HULL.

Port belonging to HULL

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock Afloat and on Slipway

Length as per Section 39	92 6	Extreme Breadth Outside...	22 7	Depth of Hold	9 11	No. of Decks with Flat laid	6ns
Length of Keel	88 8	Round of Beam	5	Depth from limber-strakes to under side of lower deck beam	10 7	No. of Tiers of Beams	6ns
				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 19"	4 1/2	10					Garboard Strakes	2 1/2		Length breadth depth
Floors	4 1/2	10					Garboard to Bilge	2 1/2		
1st Foothooks	4 1/2	10					Bilge Planks	4		
2nd Ditto	4 1/2	10					Bilge to Wales	2 1/2		
3rd Ditto	4 1/2	6 1/2					Wales			
Top Timbers	8	6					Topsides	4		
Deck } No 34 Average Space }	2-6	8	6				Sheer Strakes	4		
Beams }	21-8	8	7	6			Plank Sheers			
Deck Beams, length amidships							Water } Upper Deck	2 1/2		
Hold } No Average Space }							Ways } Lower Deck			
Beams }							Ditto, faying surface against Timbers			
Hold Beams, length amidships							Upper deck	2 1/2	90% New	
Keel	10	14	14							
Scarp of Ditto	3-6	approx								
Keelsons	10	11	11							
Scarp of Ditto	3-0	APPROX								

accepted by the plans dept. 2-1-48.

INSIDE PLANK.	THICKNESS.	
	In Ship.	Per Rule or as Approved.
Limber Strakes	Ins.	Ins.
Bilge Planks	28x3 1/2	
Ceiling in Flat	2	
Ditto Bilge to Clamp		
Hold Beam Clamps		
Deck Beam Ditto		
Ceiling 'twixt Decks		
Hold Beam Shelves		
Deck Beam Ditto	20x5	

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

Copper or YM in Ship.	Iron in Ship.	Size required per Rule.	Copper or YM in Ship.	Iron in Ship.	Size required per Rule.	Copper or YM in Ship.	Iron in Ship.	Size required per Rule.
Heel-Knee, and Deadwood abaft	1		Transoms and throats of Hooks	5/8		Hold Beam Waterway		
Scarp of Keel, No 2	5/8		Arms of Hooks	5/8		Hold Beam Knees		
Keelson Bolts through Keel at each Floor	1		Thro' Bilge and Limber Strakes	5/8		Bolts in Shelf or Clamp	1/2	
Bolts through Heels of Timbers against Deadwood	5/8		Thickstuff over Double Floors	5/8		Deck Beam Waterway	5/8	
Frame Bolts	5/8		Butt End Bolts	5/8		Bolts in Knees	5/8	
			Short Bolts in Ceiling	5/8		Bolts in Shelf or Clamp	5/8	
			Pintles of the Rudder	5/8		Nails or Bolts in Flat of Deck		
						Treenails		

TIMBERING.—The Space between the Floor Timbers and Lower Foothooks is 11 Inches. The Space between the Top-Timbers is 11 Inches.

The Floors consist of E. Oak with steel floor in track The First Foothooks of E. Oak 12

The Second Foothooks of E. Oak 12 The Third Foothooks and Top Timbers of E. Oak 12

The Main Keelsons are E. Oak 12 and free from all defects. The Shifts of the First and Second Foothooks are not less than

(The Main Keelson is E. Oak 12) N.B.—When less than prescribed by the Rules, state how many.

The Transoms, Knightheads, Hawse Timbers, &amp; Aprons of E. Oak ditto. The rest of the Shifts of the Frame are

Deadwood, of E. Oak &amp; E. Elm 12 and ditto. The Frame is E. Oak 12 squared from First Foothook Heads upwards,

The Stem, and Stern Post of E. Oak 12 ditto. and free from sap, and from thence downwards, the frame is

The Deck and Hold Beams of E. Oak 12 The 6AK Frames are SPIKED &amp; bolted together to the Gunwale.

Breasthooks of E. Oak 12 HANGING Knees of WROT IRON N.B.—If not, state how bolted.

The Main piece of Rudder of STEEL Windlass of STEEL The Butts of the Timbers are close together; their thickness not

(The Keel of E. Oak 12) less than of the entire moulding at that place.

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is 2 E. Elm &amp; S. LARCH 12 The Frame is chocked with Butt at each end of the chock.

From the above named height to the Wales S. LARCH 10

The Wales and Black-strakes E. Oak 12 The Topsides and Sheer-strakes E. Oak 12

The Spiketting and Plank-sheers E. Oak 12 The Water-ways Upper Deck E. Oak 12

The Decks O. PINE 10 State of 90° NEW AT THIS TIME Lower Deck

The Shifts of the Planking are not less than Feet 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 FORE &amp; AFT between, and without step-butting.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are E. Oak 12 Shelf Pieces and Clamps E. Oak &amp; S. LARCH 10

The Ceiling, Lower Hold, and between Decks O. PINE 10

FASTENINGS.—To Hold Beams GALV. WROT. IRON.

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

Surveyor's Signature

Surveyor to Lloyd's Register of Shipping

Builder's Signature

2810-008200-0182



Equipment letter "f" for Trawlers.

EQUIPMENT TONNAGE

ANCHORS.

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.	Cwts.	qrs.	lbs.			
48102	1st Bower .....	5	0	24				7	11	3	14	5	-	-	Stockless, Byers Improved Type.	W. Byers & Co.	Sunderland 21 July 46.
48105	2nd " .....	5	0	18				7	11	3	14	5	-	-	Do.	Do.	21 July 46. F. W. Dorey.
	3rd " .....																
	Collective weight																
36208	Stream .....	2	3	19	0	3	14	5	10	0	0	2	1	-	Common Anchor	Not Stated	11 September 1947 Sunderland R. J. Vogan.
	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 Towline.	Fathoms and Size per Rule.	
				Supplied.	Per Rule.										
0238	45	7/8	13 3/4	18 cwt.		60 fms.	Stud link	Not Stated	Candiff 12 Sept. 1947. R. J. Vogan.	TOWLINE HAWSER WARP	240 Fms of 2 1/2 wire. for Trawl winch.				
73426	15 1/2	7/8	13 3/4	6 1/2 cwt.			Stud link	" "	Chadley Heath 19-3-47 W. V. Norman.						
23052	Shackles 5 for 7/8 chain.														
Iron Stream Chain or Steel Wire ... )															

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

Standing and Running Rigging Flee Wire sufficient in size and Good in quality.

Sails. Mizen Suit of one Sails, and the following spare sails

Boats (1) 14 ft. 6 in. with Tanks. (M.O.T. approved)

Windlass, present state is Good Capstan Good 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?

Cargo Hatchways.—How formed? Steel coaming State size 11'-0" x 4'-0" x 1'-3"

If of extraordinary size, state how framed and secured? Fitted with wood hatches, tarpaulins, & wedges.

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? Strong & efficient Main Hatchways.—State size

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. in Builder's Yard.

General Remarks. This vessel is fitted with direction finding, Wireless receiving and sending and echo sounding gear.

Vessel was constructed as an Admiralty vessel 90 FT M.F.V. and used as a fire float, and was sold through Disposals Board to the existing owners for conversion to a fishing vessel.

Vessel not built under class but from examination afloat and on slipway the structural materials have been found or made good and satisfactory. The scantlings are in accordance with or equal to the approved plans. Survey equivalent for vessels not built under survey. Steering gear tried under working condition and auxiliary gear found satisfactory. Windlass tried under working condition and found efficient. Watertight bulkheads made good throughout vessel.

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good  
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Copper removed at this time and bottom made good.  
I am of opinion this Vessel should be Classed 10. A1 Wood, for fishing purposes.

The Amount of the Entry Fee ... £	Fees applied for, 12 NOV 1947
Special ... £42	
Certificate ... £	
Travelling Expenses, if any, £	Received by me, 19

C. J. Redgar.  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 16 JAN 1948

Character assigned

10 A1 for Fishing Purposes  
Classed 10.47 Hull from 10.47  
S(OC) 6.47 LMC 10.47 (with endorsement)  
Oil Eng

Write Hull  
(bin/own)