

WOOD SHIP.

Received at London Office

ON 11 MARCH

8th August 89

1889-

5849 Survey held at Leith

Date, first Survey 29th Novbr '88

Last Survey 8th March

Screw Steamer "Emerald" 2 masts, Ketch rigged

Master Not appointed

Under Tonnage Deck

Of Spar Deck, or Avoing Deck

Of Poop, or Raised Or. Dk.

Of Houses on Deck

Atto of Forecastle

Gross Tonnage

Gross Crew Space, as per Rule

Register Tonnage, cut on Beam

Gine Room (if a Steamer)

Register Tonnage, as a Steamer,

cut on the Beam

Built at Leith

When built 1888 x 89

Launched 2nd Decr '89

By whom built Marr Bros

Owners J. S. Forrest

Residence 28, Laville street, N. Shields

Destined Voyage N. Shields

Port belonging to N. Shields

If Surveyed while Building, Afloat, or in Dry Dock while building & afloat

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	70			17	5		7	3	One
Dimensions of Ship per Register									
length 70.6 breadth 17.6 depth 7.5									
Timberings of Timber.									
Timber and Space	15.0								
Floors	4 1/4	10	7	4 1/4	10	7			
1st Foothooks									
2nd Ditto									
3rd Ditto									
Top Timbers									
Deck { N° 20 Average space 2 ft 6 in }	6	5		6	5				
Deck Beams, length amidships	16' 2"								
Hold { N° Average space }									
Hold Beams, length amidships									
Keel	7	12		6	10				
Scarp of Ditto	7 1/2								
Keelsons	12	7		10	8				
Scarp of Ditto	No scarp								
Outside Plank.									
Garboard Strakes	2	2							
Garboard to Bilge									
Bilge Planks	2 1/2	2 1/2							
Bilge to Wales									
Wales	2	2							
Topsides									
Sheer Strakes	2 1/2	2 1/2							
Plank Sheers	2	2							
Water { Upper Deck }	2	2							
Ways { Lower Deck }									
Ditto, faying surface against Timbers									
Upper Deck	2	2							
Inside Plank.									
Limber Strakes	1 1/4	1 1/4							
Bilge Planks	5	2							
Ceiling in Flat									
Ditto Bilge to Clamp	1 1/4	1 1/4							
Hold Beam Clamps									
Deck Beam Ditto	9 1/2 x 3 1/2	9 x 3 1/2							
Ceiling 'twixt Decks	1 1/2	1 1/4							
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

Heel-Knee, & Deadw'd abaft	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 { Waterway ..	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule
Scarp of Keel, N° 11		14	16	Arms of Hooks		3	4	Knees			
Keelson Bolts through Keel		7	8	Thro' Bilge and Limber Strakes		10	16	Shelf or Clamp			
at each Floor		3	4	Thickstuff over Double Floors		9	16	Waterway ..		2	2
Bolts thro' Heels of Timbers		10	16	Butt End Bolts		nails		Knees		3	4
against Deadwood		8	16	Short Bolts in Ceiling		1 3/4		Shelf or Clamp		3	4
Frame Bolts		8	16	Pintles of the Rudder		1 3/4		Nails or Bolts in Flat of Deck		nails	
								Treenails		Inches	Not any treenails

Timbering. — The Space between the Floor Timbers and Lower Foothooks is 10 3/4 Inches. The Space between the Top-Timbers is 10 3/4 Inches.

The Floors consist of Br. Oak The First Foothooks of Br. Oak

The Second Foothooks of Br. Oak The Third Foothooks and Top Timbers of Br. Oak

The Main Keelson is Pitch Pine and free from all defects. The Shifts of the First and Second Foothooks are not less than

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

The Transoms, Knightheads, Hawse Timbers, & Aprons of Br. Oak ditto. The rest of the Shifts of the Frame are good

Deadwood, of Beech and do ditto. The Frame is well squared from First Foothook Heads upwards,

The Stem, and Stern Post of do ditto. and free from sap, and from thence downwards, the frame is square

The Deck and Hold Beams of Pitch Pine The Frames are not bolted together to the Gunwale.

Breasthooks of Iron Knees of Iron N.B. If not, state how bolted single frame timbers connected by clamp pieces

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

(The Keel of Am. Elm) less than of the entire moulding at that place.

The Frame is not chocked with Butt at each end of the chock.

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

From the above named height to the Wales Pitch Pine

The Wales and Black-strakes Br. Oak The Topsides & Sheer-strakes Pitch Pine

The Spirketting and Plank-sheers Br. Oak The Water-ways { Upper Deck Br. Oak

The Decks Red Pine State of Good Lower Deck

The Shifts of the Planking are not less than 6 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 square, 3 or more between, and without step-butt.

Planking Inside. — The Limber-strakes and Bilge-strakes are Pitch Pine

The Ceiling, Lower Hold, and between Decks Br. Oak Shelf Pieces and Clamps Pitch Pine

Fastenings. — To Hold Beams

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendant, also Number of Certificate.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendant, also Number of Certificate.
	Fore Sails,	Chain	4.5	3/4				Bower Anchors					
	Fore Top Sails,	Iron Stream Chain						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	1	3.0-21	5.14.1.14		151
	Fore Topmast Stay Sails,	Ditto Ditto											
	Main Sails,	Hempen Strm Cable											
	Main Top Sails, and quality	Hawser	8.0	5				Stream Anchor					
		Towlines						Kedge	1	3/4			
		Warp						2nd Kedge.					

Not submitted for equipment

Her Masts, Yards, &c., are in *good* condition, and sufficient in size and length.
 Her Standing and Running Rigging *are* sufficient in size and *good* in quality. She has *one* Long Boat and *14* ft long.
 The present state of the Windlass is *good* Capstan *—* and 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?
Bulwarks open at bottom

Cargo Hatchways.—How formed? *Wood Comings bolted to beams & carling* State size *10" x 1"*
 If of extraordinary size, state how framed and secured? *Ordinary size*

What arrangement for shifting beams? *Not any*
 Hatches, themselves, whether strong and efficient? *yes, solid 2 1/2" thick* Main Hatchways.—State size *5 ft x 4 ft 6"*

Order for Special Survey, No. <i>462</i>	DATES of Surveys	1st. When the Frame is completed	<i>Built under special survey & visited:—</i>
Date <i>27th Novbr 1888</i>	held while building, as per Section 35.	2nd. When the Beams are put in, &c.	<i>1888: Novbr. 29; Decbr. 12. 14. 18. 20. 29; 1889: Jan. 4. 7. 10. 17. 24. 28. 31</i>
Order for Ordinary Survey, No. <i>—</i>		3rd. When completed, and before the plank be painted or payed	<i>'89: Feb. 2. 7. 11. 14. 22; March 4. 5. 8.</i>
Date <i>—</i>			
No. <i>25</i> in Builder's Yard.			

General Remarks.

This vessel is built in accordance with the accompanying tracing of Midship Section approved by the Committee, and in conformity with the Rules as far as they apply.—
The wood material used in her construction is of the 9 years grade or above, all fastenings are of galvanized iron.—
The vessel has been towed to the Tyne, where the machinery & boiler casing are to be fitted; the short hanging knees to beams were in progress when last seen and are intended to be completed in the Tyne.—
The Surveyors at Newcastle have been informed by letter of the above requirements, for the completion of this vessel.—
Newcastle on Tyne
9th August 1889

The short hanging knees referred to above (5 on each side), have been fitted; and the Machinery and Boiler casing made efficient.

James McNeil

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

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

I am of opinion this Vessel should be Classed *9 A — "For Fishing Purposes"* (When satisfactorily completed at Shields)

The Amount of the Entry Fee £ 1 : — : — received by me, } *H. P.*
 Special £ 2 : 10 : — } *9th March 1889*
 (To be sent as per margin). Certificate : 2 : 6

Travelling Expenses, if any, £ *—*
 Committee's Minute
 Character assigned *9 A —*

FRIDAY 16 AUGUST 1889

FRI 17 OCT 1890

H. Paulsen
 Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel has been built in accordance with approved plans and appears worthy to be classed 9. A — For fishing purposes as recommended —

+ LMC 6, 89
subject is a fisher (without Spare Gear)