

WOOD SHIP.

(Received at London Office

THURS. 2 MAR. 1893

7153

No 7152 Survey held at Anstruther

Date, first Survey 28th Octr. 1892 Last Survey 25th February 1893.

on the Wood Fishing Steamer "William Tennant"

Master J. Smith 91-93

TONNAGE under Tonnage Deck 86.98

Ditto of Spar Deck, or Avoning Deck

Ditto of Poop, or Raised Gr. 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 Anstruther

When built 1892 & 93

Launched 19th Jan. 1893.

By whom built W. Jarvis

Owners Anstruther Steam Line Fishing Comp.

Residence Anstruther

Port belonging to Kirkcaldy

Destined Voyage Fishing in North Sea

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

Length as per section 39	Feet. 89	Inches. 8	Extreme Breadth Outside	Feet. 18	Inches. 8	Depth of Hold	Feet. 9	Inches. 2	Number of Decks	One
Length of Keel	88									
Scantlings of Timber.										
TIMBER AND SPACE	15									
Floors	5	11	7	5	10	7				
1 st Foothooks										
2 nd Ditto	5	7		5	7					
3 rd Ditto										
Top Timbers	5	5	5	5	5	5				
Deck } N ^o 26 Average } 30										
Beams } 9 half beams each side										
Deck Beams, length amidships	17 1/4	4								
Hold } N ^o Average }										
Beams }										
Hold Beams, length amidships										
Keel	9 1/2	9 1/2		9 1/2	9 1/2					
Scarpings of Ditto	6 ft			5 ft						
Keelsons	9 1/2	9 1/2		9 1/2	9 1/2					
Scarpings of Ditto	6 ft			5 ft						
Outside Plank.										
Garboard Strakes										
Garboard to Bilge	2 1/2	2 1/2								
3 Bilge Planks	3 1/2	3								
Bilge to Wales										
Wales	2 1/2	2 1/2								
Topsides										
Sheer Strakes	3 1/2	3 1/2								
Plank Sheers										
Water } Upper Deck	2 1/2	2 1/4								
Ways } Lower Deck										
Ditto, faying surface against Timbers										
Upper Deck	2 1/4	2 1/4								

Dimensions of Ship per Register,

length 89.1 breadth 18.69 depth 9.18.

Inside Plank.

Limber Strakes	2 1/2	2 1/2
Bilge Planks	2 1/2	2 1/2 x 3
Ceiling in Flat		
Ditto Bilge to Clamp	1 1/2	1 1/2
Hold Beam Clamps		
Deck Beam Ditto	4	4
Ceiling 'twixt Decks		
Hold Beam Shelves		
Deck Beam Ditto		

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

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
Scarpings of Keel, N ^o 8	10/16	14/16	14/16	Arms of Hooks	13/16	13/16	13/16	Bolts in	Knees			
Keelson Bolts through Keel		13/16	13/16	Thro' Bilge and Limber Strakes	9/16	9/16	9/16		Shelf or Clamp			
at each Floor		13/16	13/16	Thickstuff over Double Floors				Deck Beam	Waterway		9/16	9/16
Bolts thro' Heels of Timbers		13/16	10/16	Butt End Bolts	9/16	9/16	9/16	Bolts in	Knees		11/16	11/16
against Deadwood		9/16	9/16	Short Bolts in Ceiling	2	1 7/8	1 7/8		Shelf or Clamp			
Frame Bolts		9/16	9/16	Pintles of the Rudder				Nails or Bolts in Flat of Deck			Nails	
								Treenails	1/2		Not any	

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

The Floors consist of

The First Foothooks of

The Second Foothooks of

The Third Foothooks and Top Timbers of

The Main Keelson is Pitch Pine and is 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 B. Oak ditto.

The rest of the Shifts of the Frame are good

Deadwood, of do ditto.

The Frame is well squared from First Foothook Heads upwards,

The Stem, and Stern Post of do ditto.

and is free from sap, and from thence downwards, the frame is well squared

The Deck and Hold Beams of P. Pine (14) & B. Oak (12)

The Frames are not bolted together to the Gunwale.

Breasthooks of B. Oak & Iron Knees of B. Oak & Iron

N.B. If not, state how bolted single timbers connected by Clamp pieces

The Main piece of Rudder of B. Oak Windlass of Iron

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

From the above named height to the Wales

The Wales and Black-strakes

The Topsides & Sheer-strakes

The Spirketting and Plank-sheers

The Water-ways

The Decks P. Pine State of Good

The Shifts of the Planking are not less than 5 Feet

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 carvel, 3 or more between, and without step-butt.

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

The Ceiling, Lower Hold, and between Decks

Shelf Pieces and Clamps P. Pine

Fastenings.—To Hold Beams

Deck Beams 28 pairs of iron hanging knees (8 pairs being long) & 5 pairs of wood lodging knees.

Number of Breasthooks 2

Pointers

Crutches 2

Butt End Bolts are of galvanized iron in the Bottom

Bolts in each Butt End

both through and clenched.

Bilge and Limber Strakes do bolted through and clenched.

Treenails of None

How Made

Thickstuff over Double Floors do bolted through and clenched.

General Quality of Workmanship Good

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

Surveyor's Signature

Builder's Signature William Jarvis

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

N ^o .	SAILS.	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.
	Fore Sails,	Chain	60	12 16	Untested	60-13 16	✓	Bower					
	Fore Top Sails,	Iron Stream Chain						Anchors	1	2.0.14	Untested	3.2.0	✓
	Fore Topmast Stay Sails,	Ditto Ditto						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	✓	✓	3.2.0	✓
	Main Sails,	Hempen Strm Cable						Stream					
	Main Top Sails, and quality	Hawser						Anchor					
		Towlines .Coir.	60	5½		60-5½		Kedge	1	1.2.10		2.0.0	
		Warp .Manilla	80	3½		60-3		2nd Kedge.					

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

Her Standing and Running Rigging wire sufficient in size and good in quality. She has 1 Long Boat and

The present state of the Windlass is hemp 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?
No scuppers; 2 ports on each side.

Cargo Hatchways.—How formed? Oak Comings State size 9' x 3'

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 Main Hatchways.—State size 7'0" x 5'0"

Order for Special Survey, No. <u>576</u>	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>Built under Special Survey & surveyed:—</u>
Date <u>11th Octbr. 1892.</u>		2nd. When the Beams are put in, &c.	<u>1892:— Octbr. 28; Novbr. 16. 28; Decbr. 16. 29.</u>
Order for Ordinary Survey, No.		3rd. When completed, and before the plank be painted or payed)	<u>1893:— Feb. 6. 25.—</u>

No. 16 in Builder's Yard. Secret 2^d letter of 13th Octbr. 92

General Remarks.

Workmanship & Material Good.

This is a sister ship to S. S. "Rob the Painter" (Lth. Rept. 6950) and to S. S. "Ansterlain" (Lth. Rept 7045) and is built in accordance with the approved drawing of Midship Section attached to those Reports, and in conformity with the Rules as far as they apply.—

All fastenings are of galvanized iron and the wood material used in her Construction is of the 9 years grade or above.—

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"

The Amount of the Entry Fee£ 1 : - : - received by me, W. Paulsen

Special£ 5 : - : - 3/5/93

(To be sent as per margin). Certificate£ : - : -

Travelling Expenses, if any, £ 4. 6. 0

Committee's Minute FRI 3 MAR 1893

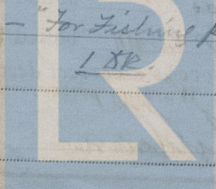
Character assigned

9A —
+ 2 Mc 2, 93 for fishing purposes
10k

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

This Vessel appears to have been built in accordance with the Rules, and the approved plans, and it is submitted that she is eligible to be classed 9 A — "For Fishing purposes" as recommended.

9 A — "For Fishing purposes"



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