

WOOD SHIP.

(Received at London Office)

FRI. 4 OCT 1895

No. 79173 Survey held at Anstruther Date, first Survey 11th May '95 Last Survey 1st October 1895.
on the Line Fishing Screw Steamer "East Neuk" Ketch rigged Master J. Watson 95-95
TONNAGE under Tonnage Deck 104.76 Built at Anstruther When built 1895 Launched 22nd August 1895
Ditto of Spar Deck, or Awaiting Deck
Ditto of Poop, or Raised Q. Dk.
Ditto of Houses on Deck
Ditto of Forecastle Lighted 12.81 By whom built W. Jarvis Owners Crail Steam Fishing Comp (lim)
Gross Tonnage 117.57 Residence Anstruther (W. S. Bentons manager)
Less Crew Space, as per Rule 12.78
Register Tonnage, cut on Beam 107.32 Port belonging to Kirkcaldy Destined Voyage Fishing North Sea
Engine Room (if a Steamer) 86.98
Register Tonnage, as a Steamer, cut on the Beam 10.25 If Surveyed while Building, Afloat, or in Dry Dock 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	91	6	19	9	10	3			One
(Depth from limber-strakes to under side of lower deck beam ..)									
Scantlings of Timber.									
Outside Plank.									
Inside Plank.									

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.	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Deadw'd abaft	10/16	12/16	12/16	14/16	14/16	14/16
Scarp of Keel, N° 10	10/16	12/16	12/16	14/16	14/16	14/16
Keelson Bolts through Keel	12/16	12/16	12/16	9/16	9/16	9/16
at each Floor	12/16	12/16	12/16	9/16	9/16	9/16
Bolts thro' Heels of Timbers	12/16	12/16	12/16	9/16	9/16	9/16
against Deadwood	12/16	12/16	12/16	9/16	9/16	9/16
Frame Bolts	12/16	12/16	12/16	9/16	9/16	9/16
Transoms and throats of Hooks	14/16	14/16	14/16	14/16	14/16	14/16
Arms of Hooks	14/16	14/16	14/16	14/16	14/16	14/16
Thro' Bilge and Limber Strakes	9/16	9/16	9/16	9/16	9/16	9/16
Thickstuff over Double Floors	9/16	9/16	9/16	9/16	9/16	9/16
Butt End Bolts	9/16	9/16	9/16	9/16	9/16	9/16
Short Bolts in Ceiling	9/16	9/16	9/16	9/16	9/16	9/16
Pintles of the Rudder	2	2	2	2	2	2
Waterway						
Hold Beam						
Bolts in						
Waterway						
Deck Beam						
Bolts in						
Waterway						
Shelf or Clamp						
Nails or Bolts in Flat of Deck						
Treenails						

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 Main Keelson is P. 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 B. Oak ditto. The rest of the Shifts of the Frame are good
Deadwood, of Elm 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 B. Oak (6) P. P. (13) Steel (11) The Frames are not bolted together to the Gunwale.
Breasthooks of B. Oak Knees of Iron N.B. If not, state how bolted single timbers connected by Clamp pieces
The Main piece of Rudder of B. Oak Windlass of Emerson Walker & Thompson less than 1/3 of the entire moulding at that place.
(The Keel of Am. Elm) The Frame is well 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 } P. Pine
From the above named height to the Wales }
The Wales and Black-strakes } P. Pine The Topsides & Sheer-strakes P. Pine
The Spiketting and Plank-sheers } The Water-ways { Upper Deck B. Oak
The Decks P. Pine State of good Lower Deck
The Shifts of the Planking are not less than 5 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 carvel, 3 or more between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are }
The Ceiling, Lower Hold, and between Decks P. Pine Shelf Pieces and Clamps } P. Pine

Fastenings.—To Hold Beams

Deck Beams On each side 8 long iron hanging knees and short iron knees to each remaining beams & half beams.

Number of Breasthooks Two Pointers Crutches Two
Butt End Bolts are of galv^d iron in the Bottom two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes Do bolted through and clenched. Treenails of not any How Made
Thickstuff over Double Floors 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 H. Paulsen
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 with Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
		Chain	60	3/4			Untested	Bower Anchors	1	4 cwt.			Untested
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						Anchors	1	4 do			do
	Fore Top Sails,	Iron Stream Chain	✓					(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Topmast Stay Sails,	Ditto Ditto	✓										
	Main Sails,	Hempen Strm Cable	✓					Stream Anchor	✓				
	Main Top Sails, and quality	Hawser	✓					Kedge	✓				
		Towlines	60	6				2nd Kedge.	✓				
		Warp	80	3									

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
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?
No scuppers, bulwarks open at bottom — 2 ports each side 25" x 7"

Cargo Hatchways.—How formed? Wood Comings State size 11" x 3 1/2" oak
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 6 ft 9" x 5 ft 2"

Order for Special Survey, No. 644 DATES of Surveys
Date 17th May 1895 held while building, as per Section 35.
Order for Ordinary Survey, No. 19 in Builder's Yard.
1st. When the Frame is completed Built under Special Survey & surveyed:—
2nd. When the Beams are put in, &c. 1895: May 11. 23, June 8. 22. 29, July 13. 27.
3rd. When completed, and before the plank be painted or payed } Aug. 10, Septbr. 9. 13. 19. Octbr. 1.

General Remarks. Workmanship & Material Good.

This vessel is built in accordance with the accompanying plan of Midship section, approved by the Committee and in conformity with the Rules as far as they apply. — All wood materials are of not less than the 9 yrs. grade & the fastenings are of galvanized iron. —
From keel to bilges the spaces between frame timbers are filled in solid with cement. —

The equipment of Anchors & Chains does not meet the requirements of the Rules, the figure 1 not being contemplated. —

[Large blue ink scribble covering the middle section of the page]

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Painted When last done Septbr. '95.

I am of opinion this Vessel should be Classed 9 A — "for fishing purposes"

The Amount of the Entry Fee£ 1 : - : - received by me, } R.H.H.
Special£ 7 : - : - 10.10.18.95 } H.
(To be sent as per margin). Certificate .. - : - : -

Travelling Expenses, if any, £ 4.8.0
Committee's Minute TUES. 8 OCT 1895

Character assigned 9A —
+ LWC 9 95 for fishing purposes
+ W & B 9 4 re-filled 95
10K (p. 32, Bms.)
GIB

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

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

