

LTH566-0064

## WOOD SHIP.

(Received at London Office JUL 28 1896)

No 8197

Survey held at Anstruther Date, first Survey 13<sup>th</sup> January Last Survey 25<sup>th</sup> July 1896.  
 on the Line Fishing Screw Steamer "White Cross" Master D. Parker 96-96  
 Tonnage under Tonnage Deck 90.38 Built at Anstruther When built 1896 Launched 13<sup>th</sup> May, 1896  
 Ditto of Spar Deck, or Awaiting Deck ✓ By whom built H. Jarvis Owners White Cross Steam Fishing Comp<sup>y</sup> (lim)  
 Ditto of Poop, or Raised Qr. Dk. ✓ Port belonging to Kirkcaldy Residence Anstruther  
 Ditto of Houses on Deck ✓ If Surveyed while Building, Afloat, or in Dry Dock Building & Afloat  
 Ditto of Forecastle Light ✓ Gross Tonnage 101.48 Destined Voyage Fishing North Sea  
 Gross Tonnage 101.48 Less Crew Space, as per Rule 13.55  
 Register Tonnage, cut on Beam 4.54 93.74  
 Eng. Room (if a Steamer) 75.65  
 Register Tonnage, as a Steamer, cut on the Beam 7.74

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	88	8	19	1	9	8	1	8	One
Scantlings of Timber.									
TIMBER AND SPACE	15								
Floors	5	11	7	5	11	7			
1 <sup>st</sup> Foothooks	5	7	5	7					
2 <sup>nd</sup> Ditto	5	5	5	5					
3 <sup>rd</sup> Ditto	5	5	5	5					
Top Timbers	5	5	5	5					
Deck } N <sup>o</sup> 37 Average Space } 30									
Beams } 17 1/2									
Deck Beams, length amidships	6	6 1/2	6	6 1/2					
Hold } N <sup>o</sup> Average Space }									
Beams }									
Hold Beams, length amidships	9 1/2	9 1/2	9 1/2	9 1/2					
Keel	9 1/2	9 1/2	9 1/2	9 1/2					
Scarphs of Ditto	6 1/2	6 1/2	6 1/2	6 1/2					
Keelsons	9 1/2	9 1/2	9 1/2	9 1/2					
Scarphs of Ditto	6 1/2	6 1/2	6 1/2	6 1/2					

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

Copper or YM in Ship	Iron in Ship	Inches required per Rule	Copper or YM in Ship	Iron in Ship	Inches required per Rule	Copper or YM in Ship	Iron in Ship	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	Hold Beam	1 1/2	1 1/2
Scarphs of Keel, N <sup>o</sup> 8	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	Boles in	1 1/2	1 1/2
Keelson Bolts through Keel	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	1 1/2	1 1/2	Deck Beam	1 1/2	1 1/2
at each Floor	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	Boles in	1 1/2	1 1/2
Bolts thro' Heels of Timbers	1 1/2	1 1/2	Butt End Bolts	1 1/2	1 1/2	Shelf or Clamp	1 1/2	1 1/2
against Deadwood	1 1/2	1 1/2	Short Bolts in Ceiling	1 1/2	1 1/2	Nails or Bolts in Flat of Deck	1 1/2	1 1/2
Frame Bolts	1 1/2	1 1/2	Pintles of the Rudder	1 1/2	1 1/2	Treenails	1 1/2	1 1/2

**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 B. Oak  
 The Second Foothooks of B. Oak  
 The Main Keelson is P. Pine and is free from all defects.  
 (The Rider Keelson is ✓)  
 The Transoms, Knightheads, Hawse Timbers, & Aprons of B. Oak ditto.  
 Deadwood, of Do ditto.  
 The Stem, and Stern Post of Do ditto.  
 The Deck and Hold Beams of 7 oak, 19 p. pine, 11 steel.  
 Breasthooks of B. Oak Knees of Iron  
 The Main piece of Rudder of Do Windlass of Iron  
 (The Keel of Am. Elm) (Emerson Walker & Thompson)

The Shifts of the First and Second Foothooks are not less than —  
 N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good  
 The Frame is well squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is square  
 The Frames are not bolted together to the Gunwale.  
 N.B. If not, state how bolted single timbers connected by clamps  
 The Butts of the Timbers are close together; their thickness not 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 P. Pine  
 From the above named height to the Wales —  
 The Wales and Black strakes P. Pine  
 The Spirketting and Plank-sheers B. Oak  
 The Decks P. Pine State of Good  
 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-buttting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are P. Pine  
 The Ceiling, Lower Hold, and between Decks —  
**Fastenings.**—To Hold Beams ✓ Shelf Pieces and Clamps P. Pine

Deck Beams 8 pairs of long iron hanging knees & short iron hanging knees to each of the remaining beams & half beams.

Number of Breasthooks 2 Pointers ✓ Crutches 2  
 Butt End Bolts are of galvanized iron in the Bottom 2 Bolts in each Butt End one through and clenched.  
 Bilge and Limber Strakes do bolted through and clenched. Treenails of Not any How Made —  
 Thick — 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.

Builder's Signature

William Jarvis

Surveyor's Signature

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



N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
	Fore Sails,	Chain .....	60	3		60 - 13/16	Untested	Bower Anchors	1			3.2.0	Code of Tests not produced
	Fore Top Sails,	Iron Stream Chain	✓					Stream Anchor	✓			3.2.0	
	Fore Topmast Stay Sails,	Ditto Ditto	✓					Kedge ....	✓			2.0.0	
	Main Sails,	Hempen Strm Cable	✓					2nd Kedge.	✓				
	Main Top Sails, and quality	Hawser .....	✓										
		Towlines .....	60	5 1/2		60 - 5 1/2							
		Warp .....	80	3 1/2		60 - 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?

On each side 2 wash ports in bulwarks open at bottom.

Cargo Hatchways.—How formed? Wood comings State size 11" x 4"

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 ft x 4 ft 11"

Order for Special Survey, No. 651 DATES of Surveys  
 Date 21<sup>st</sup> Novbr '95 held while build-  
 ing, as per Section  
 Order for Ordinary Survey, No. 35.  
 Date 35.  
 No. 20 in Builder's Yard.  
 1st. When the Frame is completed Built under Special Survey & surveyed:  
 2nd. When the Beams are put in, &c. 1896: Jan. 13, Febr. 21, March 14, 19  
 3rd. When completed, and before the plank be painted or payed April - May 2, 15, 25, June 5, July 11, 25  
 Secretary's letter: M. 1895: 18<sup>th</sup> x 25<sup>th</sup> Novbr.  
 1896: 15<sup>th</sup> Jan.

### General Remarks.

Materials & Workmanship 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 and all through fastenings are of galvanized iron.

From keel to upper turn of bilges the spaces between the frame timbers are filled up solid with portland cement all fore & aft.

The equipment of Anchors & Chains does not meet the requirements of the Rules, and it is not contemplated to have the Figure 1 assigned.

This is nearly a sister ship of the same builders A-18 "Copley"

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good  
 If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Painted When last done May 1896

I am of opinion this Vessel should be Classed ± 9 A - "For Fishing Purposes"

The Amount of the Entry Fee .. £ 1 : - : - received by me, H. Paulsen  
 Special .. £ 7 : - : - 1.8. 1896  
 (To be sent as per margin). Certificate .. - : - : -

Travelling Expenses, if any, £ 2 : 18 : 0  
 Committee's Minute FRI. JUL 31 1896  
 Character assigned 9A - for fishing purposes  
± L.W. 6.96  
10th  
H. G. L. B. Lloyd's Register  
Foundation