

WOOD SHIP.

(Received at London Office) FRI. 23 APR 1897

No 8381 Survey held at Anstruther & Leith Date, first Survey 31st Octbr '96 Last Survey 10th April 1897.
on the Fishing Steamer "Kilrenny" Ketch rigged Master W. Watson
TONNAGE under Tonnage Deck 90.39
Ditto of Spar Deck, or Awning Deck ✓
Ditto of Poop, or Raised Qr. Dk. ✓
Ditto of Houses on Deck ✓
Ditto of Forecastle ✓
Gross Tonnage 97.36
Less Crew Space, as per Rule 14.15
Register Tonnage, cut on Beam 7.61
Engine Room (if a Steamer) 65.14
Register Tonnage, as a Steamer, cut on the Beam 10.46
Built at Anstruther When built 1896 & 97 Launched 3rd Febr. '97
By whom built W. Jarvis Owners Kilrenny Lt. Fishing Co. (Lim)
Residence Anstruther
Port belonging to Kirkcaldy Destined Voyage Fishing North Sea
If Surveyed while Building, Afloat, or in Dry Dock Building & Afloat

Length as per section 39	Feet. 90	Inches. 0	Extreme Breadth Outside	Feet. 19	Inches. 1	Depth of Hold	Feet. 9	Inches. 8	Number of Decks	One
Length of Keel	88									
Beandlings of Timber.										
Timber and Space										
Floors	5	11	7	5	11	7				
1 st Foothooks										
2 nd Ditto	5	7		5	7					
3 rd Ditto										
Top Timbers	5	5	5	5	5	5				
Keel	N ^o 37	Average Space 30"	6	6 1/2	6	6 1/2				
Keel Beams, length amidships	17 ft 8"									
Old Beams, length amidships										
Keel	9 1/2	9 1/2		9 1/2	9 1/2					
Scarpings of Ditto	6 ft 3"			5 ft						
Keelsons	9 1/2	9 1/2		9 1/2	9 1/2					
Scarpings of Ditto	6 ft			4' 9"						
Outside Plank.										
Garboard Strakes	2 1/2	2 1/2								
Garboard to Bilge	3 1/2	3 1/2								
Bilge Planks	2 1/2	2 1/2								
Bilge to Wales	3 1/2	3 1/2								
Wales	2 1/2	2 1/2								
Topsides	2 1/2	2 1/2								
Sheer Strakes	2 3/8	2 3/8								
Plank Sheers	2 3/8	2 3/8								
Water (Upper Deck)										
Ways (Lower Deck)										
Ditto, faying surface against Timbers										
Upper Deck	2 3/8	2 3/8								

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

Heel-Knee, & Deadw'd abaft	Copper or YM in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or YM in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway ..	Copper or YM in Ship.	Iron in Ship.	Inches required per Rule
Scarpings of Keel, N ^o 8	10/16	14/16	14/16	Arms of Hooks	12/16	10/16	10/16	Bolts in	Knees ..			
Keelson Bolts through Keel		12/16	12/16	Thro' Bilge and Limber Strakes	9/16	9/16	9/16		Shelf or Clamp			
at each Floor		12/16	12/16	Thickstuff over Double Floors				Deck Beam	Waterway ..		11/16	11/16
Bolts thro' Heels of Timbers		12/16	10/16	Butt End Bolts	9/16	9/16	9/16	Bolts in	Knees ..		4/16	4/16
against Deadwood		9/16	9/16	Short Bolts in Ceiling					Shelf or Clamp			
Frame Bolts		9/16	9/16	Pintles of the Rudder	2	2	2	Nails or Bolts in Flat of Deck			Nails	
								Treenails	...Inches	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 } British Oak The Third Foothooks and Top Timbers of } B. 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 B. Oak ditto. The rest of the Shifts of the Frame are good

Deadwood, of and 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 square

The Deck and Hold Beams of Oak & P. Pine & 11 of steel 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 Clamps

The Main piece of Rudder of do 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 } Pitch Pine

The Wales and Black-strakes P. Pine The Topsides & Sheer-strakes

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

The Decks Pitch 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 8 pairs of long iron hanging knees & short iron knees to the remaining beams and half beams

Number of Breasthooks 2 Pointers

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

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.

Builder's Signature William Jarvis Surveyor's Signature H. Paulsen

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.
		Chain	60	3/4		60-13/16		Bower Anchors	1		Not	3.2.0	
Fore Sails,		Iron Stream Chain						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1		produced	3.2.0	
Fore Top Sails,		Ditto Ditto											
Fore Topmast Stay Sails,		Hempen Strm Cable											
		Hawser						Stream Anchor					
Main Sails,		Towlines	60	5 1/2		60-5 1/2		Kedge				2.0.0	
Main Top Sails, and quality	good	Warp	80	3 1/2		60-3		2nd Kedge.					

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 & 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? None

Hatches, themselves, whether strong and efficient? yes

Main Hatchways. State size 7 ft x 4 ft 11 in

Order for Special Survey, No. 670

Date 9th Novbr. 1896

Order for Ordinary Survey, No.

Date

No. 21 in Builder's Yard.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed Built under Special Survey & surveyed
2nd. When the Beams are put in, &c. 1896: Octbr. 31; Novbr. 14. 28; Decbr. 12th
3rd. When completed, and before the plank be painted or payed 1897: Jan. 2. 30; Feb. 11. 16; March 10. 16. 18. 19. 25; April 10

General Remarks.

Workmanship & material good.

This vessel is built in accordance with the accompanying plan of Midship. of 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 years grade and all fastenings of galvanized iron.

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

Equipment of Anchors & Chains does not meet the requirements of the Rules as it is not contemplated to have the figure 1 signed.

This is in all respects a sister ship of S. S. "White Cross" (Yard No. 20)

The forwarding of this Report has been delayed some days in consequence of vessels tonnage not being obtainable from B. of Trade office until today

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Painted When last done January '97.

I am of opinion this Vessel should be Classed A 9 — for Fishing Purposes.

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

Special £ 7 : - : - 28/4/1897

(To be sent as per margin). Certificate :

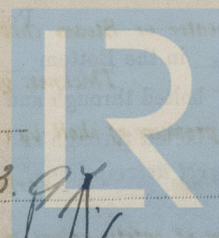
Travelling Expenses, if any, £ 3 : 0 : 0

Committee's Minute TUES 27 APR 1897

Character assigned

A 9 —
for fishing purposes
G. I. B.

H. Bulsen
Surveyor to Lloyd's Register of British and Foreign Ships



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Foundation