

WOOD SHIP.

(Received at London Office) FRI. 23 JUL 1897

8487 Survey held at Anstruther Date, first Survey 13th Febr. Last Survey 16th July 1897.
the Line Fishing screw Steamer "Innergellie" (Kirkcaldy) Master A. Gourlay 97-97.
NAME under Tonnage Deck 93.26 Built at Anstruther When built 1897 Launched 14th June 97
to of Spar Deck, or Awning Deck
to of Poop, or Raised Qr. Dk.
to of Houses on Deck-light & air 7.01 By whom built H. Jarvis
to of Forecastle
ss Tonnage 100.27
s Crew Space, as per Rule 15.23
ister Tonnage, cut on Beam 93.26 85.05
ine Room (if a Steamer) 66.26
ister Tonnage, as a Steamer, 15.22
ut on the Beam
Port belonging to Kirkcaldy
If Surveyed while Building, Afloat, or in Dry Dock Building & Afloat
Owners Kilrenny & Fishing Co. (Lim)
Residence Anstruther
Destined Voyage Fishing North Sea

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	90	88	19	1	1	9	10	One	
Antlings of Timber.									
BER AND SPACE	15								
ORS	5	11	7	5	11	7			
Foothooks									
Ditto	5	7	5	7					
Ditto									
Timbers	5	5	5	5	5	5			
k } N° 37 Average Space } 30	6	6 1/2		6	6 1/2				
k Beams, length amidships	17' 8"								
ld } N° Average Space }									
ld Beams, length amidships									
el	9 1/2	9 1/2		9 1/2	9 1/2				
raphs of Ditto	6' 3"			5' 4"					
elsons	9 1/2	9 1/2		9 1/2	9 1/2				
raphs of Ditto	6' 4"			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	3 1/2	3 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							
Dimensions of Ship per Register,									
length	91.4								
breadth	19.1								
depth	10.05								
Inside Plank.									
Limber Strakes									
Bilge Planks	2 1/2	2 1/2							
Ceiling in Flat	None								
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.	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		1 1/4	1 1/4		1 1/4	1 1/4
Scarp of Keel, N° 8	10/16		10/16		10/16	10/16
Keelson Bolts through Keel at each Floor		1 1/2	1 1/2		1 1/2	1 1/2
Bolts thro' Heels of Timbers against Deadwood		1 1/2	1 1/2		1 1/2	1 1/2
Frame Bolts		9/16	9/16		9/16	9/16
Transoms and throats of Hooks		1 1/4	1 1/4		1 1/4	1 1/4
Arms of Hooks		1 1/4	1 1/4		1 1/4	1 1/4
Thro' Bilge and Limber Strakes		9/16	9/16		9/16	9/16
Thickstuff over Double Floors		9/16	9/16		9/16	9/16
Butt End Bolts		1/2	1/2		1/2	1/2
Short Bolts in Ceiling		1/2	1/2		1/2	1/2
Pintles of the Rudder		2	2		2	2
Hold Beam						
Bolts in						
Deck Beam						
Bolts in						
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 Br. Oak
The Second Foothooks of Br. Oak
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 good 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 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 Br. Oak & P. Pine & 11 of steel The Frames are not bolted together to the Gunwale.
Breasthooks of Br. 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 Do & Oak The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.
(The Keel of Am. Elm) (Capitan) 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
The Wales and Black-strakes P. Pine The Topsides & Sheer-strakes
The Spirketting and Plank-sheers do The Water-ways Upper Deck do Lower Deck
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 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 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
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.
Builder's Signature William Jarvis Surveyor's Signature H. Hansen 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	3 1/4		60 - 13 1/4	Untested	Bower	1			3.2.0	Cent. of In
	Fore Top Sails,	Iron Stream Chain						Anchors	1			3.2.0	not produce
	Fore Topmast Stay Sails,	Ditto Ditto											
	Main Sails,	Hempen Strm Cable											
	Main Top Sails, and quality	Hawser						Stream Anchor	1				
		Towlines	60	5 1/2		60 - 5 1/2		Kedge	1			2.0.0	
		Warp	60	3 1/2		60 - 3		2nd Kedge.	1				

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

Her Standing and Running Rigging good & sufficient in size and good in quality. She has one Long Boat and

The present state of the Windlass is good Capstan good 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? Oak 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 6' x 5'

Order for Special Survey, No. 671 DATES of Surveys
Date 17th Nov. 1896 held while building, as per Section 35.
Order for Ordinary Survey, No. 35
Date 22 in Builder's Yard.

1st. When the Frame is completed
2nd. When the Beams are put in, &c.
3rd. When completed, and before the plank be painted or payed

Built under Special Survey & survey
1897:— March 12, 27; April 19; May 8; June 12; July 3, 16.

General Remarks. Workmanship & Material Good.

This is a sister ship of S. S. "Kilrenny" (Yard No. 21) and is built in accordance with approved plan of midship section attached to Keith Report No. 8381 and in conformity with the Rules as far as they apply.

All wood materials used in her construction are of not less than the 4 years grade & all through fastenings are galvanized iron.

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

The equipment of Anchors & Chain does not meet the Rule requirements, the figure 1 not being contemplated.

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Painted When last done June '97

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

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

Special .. £ 7 : - : - 31/7/97

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

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

Travelling Expenses, if any, £ 3 : - : -
Committee's Minute FRI. 23 JUL 1897

Character assigned 9A -

+ 2 M 9, 97 for fishing purposes
10k by B. W.

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