17

1433

FRIDAY 25 OCT 1889

WOOD SHIP.

No. 1433 Survey held at P.E. Island Date, first Survey May 24 Last Survey Sept 4th 1889

on the Barquentine "Kathleen" Master Williams

Official Number 96

TONNAGE under Tonnage Deck

Ditto of Spar Deck, or Awning Deck

Ditto of Poop, or Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Crew Space, as per Rule

Register Tonnage, cut on Beam 358-96

Engine Room

Register Tonnage, as a Steamer, cut on the Beam

Built at Grand River When built 1889 Launched Sept 24

By whom built John Yeo Owners John Yeo

Port belonging to Charlottetown Destined Voyage Bristol Channels

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

Length as per section 39 — Feet 133 Inches 4 — Extreme Breadth Outside .. Feet 29 Inches 0 — Depth of Hold .... Feet 13 Inches 11½ — Number of Decks One

Length of Keel ..... 126 — 9 Sided. — (Depth from limber-strakes to under side of lower deck beam Moulded 15 9)

Scantlings of Timber.

	IN SHIP. Moulded. Middle.	IN SHIP. Moulded. Ends.	REQUIRED PER RULE. Sided.	REQUIRED PER RULE. Moulded. Middle.	REQUIRED PER RULE. Moulded. Ends.
TIMBER AND SPACE	26				
Floors ..... Double	10 11	11 9½	10	10	9¼
1st Foothooks	10 10½	9½ 8½	9¼	9¼	8¼
2nd Ditto	9 10	8½ 7½	8½	8¼	7¼
3rd Ditto					
Top Timbers	38 8½	7½ 6	7¾	7¼	6
Deck Beams { N° 24 Average Space } 4ft	10 6½	12	10	10	7¾
Deck Beams, length amidships .. 27					
Hold Beams { N° Average Space } None					
Hold Beams, length amidships ..					
Keel	12½	13¾	12¼		
Scarphs of Ditto	6		5	4	
Keelsons	14 14	14	13¾		
Scarphs of Ditto	6		5		

Outside Plank.

	INCHES. In Ship.	Required per Rule.
Garboard Strakes ...	4	3½
Garboard to Bilge ..	4	"
Bilge Planks	4	"
Bilge to Wales	4	"
Wales	6	4 3/4
Topsides	6	3 3/4
Sheer Strakes	6	"
Plank Sheers	6	3½
Water Ways { Upper Deck	10¼	10 3/4
Water Ways { Lower Deck		
Ditto, faying surface against Timbers ...	6	6
Upper Deck.....	4	3

Dimensions of Ship per Register,

length 140 breadth 29.9 Depth 14 ft

Inside Plank.

	INCHES. In Ship.	Required per Rule.
Limber Strakes	6	3 3/4
Bilge Planks	10	"
Ceiling in Flat	10 6 4	3
Ditto Bilge to Clamp	10 6 7	3
Hold Beam Clamps ..		
Deck Beam Ditto ..	10	7
Ceiling 'twixt Decks	6	3
Hold Beam Shelfs ..	-	-
Deck Beam Ditto	-	-

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
Heel-Knee, & Deadw'd abaft	1 1/8	6 1/4	1 3/16
Scarphs of Keel, N°.	7/8	4 1	15/16
Keelson Bolts through Keel at each Floor	1 1/8		1 1/16
Bolts thro' Heels of Timbers against Deadwood	7/8		7/8
Frame Bolts.....		7/8 4 1	3/4

	Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule
Transoms and throats of Hooks	1 1/8		15/16
Arms of Hooks.....	7/8 4 1		7/8
Thro' Bilge and Limber Strakes	7/8 4 1		
Thickstuff over Double Floors ..		7/8	
Butt End Bolts.....	3/4	7/8 G I	
Short Bolts in Ceiling		7/8	
Pintles of the Rudder	3		

	Copper or YM. in Ship	Iron in Ship	Inches required per Rule
Hold Beam Bolts in { Waterway ..			
Hold Beam Bolts in { Knees			
Hold Beam Bolts in { Shelf or Clamp			
Deck Beam Bolts in { Waterway ..		7/8 4 1	G I
Deck Beam Bolts in { Knees			
Deck Beam Bolts in { Shelf or Clamp		7/8 G I	
Nails or Bolts in Flat of Deck			
Treenails ....Inches		1 3/8	1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 6 3 Inches. The Space between the Top-Timbers is 3 5 6 4 Inches.

The Floors consist of Birch & Beech 3/5 Length best 8/10ths The First Foothooks of Spruce

The Second Foothooks of Spruce The Third Foothooks and Top Timbers of Spruce

The Main Keelson is Spruce and 6 free from all defects. The Shifts of the First and Second Foothooks are not less than 4 - 0

(The Rider Keelson is Spruce) *N.B. When less than prescribed by the Rule, state how many.*

The Transoms, Knightheads, Hawse Timbers, & Aprons of Spruce ditto. The rest of the Shifts of the Frame are 4 - 0

Deadwood, of Spruce and ditto. The Frame is Well squared from First Foothook Heads upwards,

The Stem, and Stern Post of Spruce ditto. and 6 free from sap, and from thence downwards, the frame is Good

The Deck and Hold Beams of Spruce The Frames are Iron bolted together to the Gunwale.

Breasthooks of Spruce Knees of Spruce *N.B. If not, state how bolted*

The Main piece of Rudder of Oak Windlass of Oak The Butts of the Timbers are close together; their thickness not

(The Keel of Birch & Beech less than 1/3 of the entire moulding at that place.

The Frame is chocked with a 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 Spruce

From the above named height to the Wales Spruce

The Wales and Black-strakes Spruce The Topsides & Sheer-strakes Spruce

The Spirketting and Plank-sheers Spruce The Water-ways { Upper Deck Spruce / Lower Deck

The Decks Spruce State of Good

The Shifts of the Planking are not less than 6 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 Three between, *and without step-butting.*

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

The Ceiling, Lower Hold, and between Decks Spruce Shelf Pieces and Clamps Spruce

Fastenings.—To Hold Beams

Deck Beams Lodging Knee of Spruce and 25 Pairs of Vertical Iron Knee Riders (3½ Broad 1 1/2 at Aufte 2 3/4 at Throat Broad) 2½ at Joints of Timbers Extending down over the Bilges Taking 3 Bolts through a Substantial part of Floor Arms (4 pair are Staple Bracket)

Number of Breasthooks 4 Pointers 5 Crutches 1

Butt End Bolts are of Y M in the Bottom Timbers Y M Bolts in each Butt End One of which is through and clenched.

Bilge and Limber Strakes Y M bolted through and clenched. Treenails of Juniper How Made Turned

Thickstuff over Double Floors Iron 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 John Yeo *Surveyor's Signature* A. P. Welsh

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

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntdt.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntdt.
Full Suit and 3 Spare Sails	Fore Sails,	Chain (State Machine where Tested, Date, or No. of Certificate, & Name of Superntndnt.)	105	1 1/4				Bower Anch'rs (State Machine where Tested, Date, or No. of Certificate, & Name of Superntndnt.)	1	13.2.25			
	Fore Top Sails,	Iron Str'm Chain							1	13.1.19			
		Ditto do.											
	Fore Topmast Stay Sails,	Hmpn Strm Cbl.											
		Hawser	60	2 1/4				Stream		4.3.21			
	Main Sails,	Towlines						Kedge		2.2.9			
	Main Top Sails,	Warp	90	5				Ditto					
	and	quality											

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

Her Standing and Running Rigging *is* sufficient in size and *Good* in quality. She has *One* Long Boat and *Small One*

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? *Ports in Bulwarks*

Cargo Hatchways.—How formed? *As per Sketch* State size *After Hatch 18 × 7*

If of extraordinary size, state how framed and secured? *Fore do 4 ft 8 × 4*

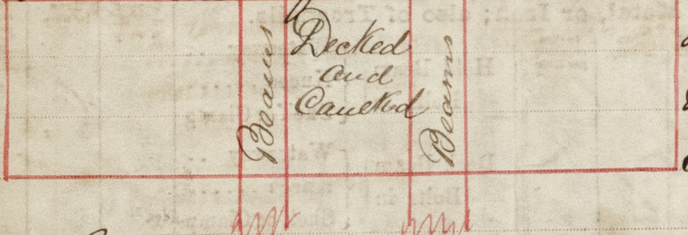
What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? *Very Strong* **Main Hatchways,** State size *19 × 7*

Order for Special Survey, No. Date Order for Ordinary Survey, No. Date No. in Builder's Yard.	Dates of Surveys held while building, as per Section 35.	1st. When the Frame is completed *May 24th* 2nd. When the Beams are put in, &c. *July 18th* 3rd. When completed, and before the plank be painted or payed *Aug 22nd & Sept 11th* } *Special Survey*

General Remarks.

Main and After Hatches



The fastenings are in accordance with Rule Section 46 (Paragraph 1) for which an additional period of one Year is allowed for Metal fastenings

She is of Similar Construction to the Barquentine "Thetis" built by Mr. Yeo last Year which Vessel has proved to be a Strong and Substancial Ship

The timbers of the frame as well as the planking are thick and heavy largely in excess of the Requirements of the Rule

The Ceiling and Clamps are very thick and are rebolted about every four feet apart throughout the Ship

Additional Securities are introduced where thought desireable and every attention has been given to make her a Strong and Superior Vessel

Is Salted according to Rule

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled When last done

I am of opinion this Vessel should be Classed *10 A*

The Amount of the Entry Fee .. .. £ *2 : 0 : 0* received by me, *Oct* 18*89* *H.P.W.*

Special .. .. £ *14 : 18 : 0*

Certificate .. .. *0 : 5 : 0*

A.P. Welsh

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

Travelling Expenses, if any, £ *5 . 4 . 0*

Committee's Minute TUES 29 OCT 1889 18 TUES 28 JAN 1890

Character assigned *A – for 10 yrs*

Cf Salted

It is submitted that this is a Sister Vessel to the "Thetis" built by the Same Builders for the Same Owners and appears worthy to be Classed 10 A – as recommended, viz 8 years per table 1 year for metal fastening Sect 46 1 year for Salted

cf Salted 10 A –

26/10/..

HULL CERTIFICATE

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

PE113641/157