

WOOD SHIP.

(Received at London Office)

MON. 23rd Feb 1893

No. 4665 Survey held at Peterhead Date, first Survey April 3rd Last Survey October 19th 1893
on the Wood steam line fishing vessel "Pioneer" Master M. Ritchie
TONNAGE under Tonnage Deck 89.25 Built at Peterhead When built 1893 Launched Dec 28, 1893
Ditto of Spar Deck, or Afterside Deck
Ditto of Poop, or Raised Quarter Deck
Ditto of Houses on Deck 11.66 Owners Peterhead Steam Line Fishing Co. Ltd.
Ditto of Forecastle 14.68 By whom built Messrs. Forbes & Birnie Residence Peterhead
Gross Tonnage 95.55 Port belonging to Peterhead Destined Voyage Line fishing
Less Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room (if a Steamer)
Register Tonnage, as a Steamer, cut on the Beam

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside ..	Feet.	Inches.	Depth of Hold....	Feet.	Inches.	Number of Decks
Length of Keel	84	85	19	2 1/4	9	4 1/2	One		
			IN SHIP. Moulded.	REQUIRED PER RULE. Moulded.	(Depth from limber-strakes to under side of lower deck beam	8, 9 1/2	10. 11 1/2		
			Middle. Ends.	Middle. Ends.					
Scantlings of Timber.					Outside Plank.	INCHES.	Dimensions of Ship per Register,		
TIMBER AND SPACE.....	20		18		Garboard Strakes ...	In Ship. Required per Rule. 2 1/2 2	length 84 1/2 breadth 19.3 depth 9.35		
Floors	5 1/2	7 6 1/2	6 6 6		Garboard to Bilge ..	2 1/2 2			
1 st Foothooks	5 1/2	6 1/2 5 1/2	6 6 5 1/2		Bilge Planks	3 2			
2 nd Ditto					Bilge to Wales	2 3/4 2			
3 rd Ditto					Wales	3 3			
Top Timbers	5 1/2	6 4	5 1/2 4		Topsides	3 2 1/4			
Deck } N° 1/2 } Average } 4-0	4	4 5 3/4	6 3/4 6 3/4 5 1/2		Sheer Strakes	3 2 1/4			
Beams } Space }					Plank Sheers	2 1/2 2			
Deck Beams, length amidships ..	18-9		14 1/2		Water } Upper Deck 8x6 1/2	6 3/4 5 1/2			
Hold } N° } Average } 4-0	4	4 5 3/4	6 3/4 6 3/4 5 1/2		Ways } Lower Deck				
Beams } Space }					Ditto, faying surface against Timbers ...	3 3/4 4			
Hold Beams, length amidships	11	8 1/2	8 8		Upper Deck.....	2 1/2 2 1/2			
Keel	9	9 1/2	9 9						
Scarp of Ditto	5 1/2	4 1/2	4 1/2						
Keelsons	9 1/2	10 1/2	9 9						
Scarp of Ditto	4 1/2	8	4 1/2						

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Waterway
Scarp of Keel, N° 6 bolts	1/4	1/4	1/4	Arms of Hooks	1/4	1/4	1/4	Knees
Keelson Bolts through Keel	1/4	1/4	1/4	Thro' Bilge and Limber Strakes	1/4	1/4	1/4	Shelf or Clamp
at each Floor	1/4	1/4	1/4	Thickstuff over Double Floors	1/4	1/4	1/4	Waterway
Bolts thro' Heels of Timbers	1/4	1/4	1/4	Butt End Bolts	1/4	1/4	1/4	Knees
against Deadwood	1/4	1/4	1/4	Short Bolts in Ceiling	1/4	1/4	1/4	Shelf or Clamp
Frame Bolts	1/4	1/4	1/4	Pintles of the Rudder	1/4	1/4	1/4	Nails or Bolts in Flat of Deck
								Treenails

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 x 6 1/2 Inches. The Space between the Top-Timbers is 2 1/2 x 6 1/2 Inches.

The Floors consist of British Oak The First Foothooks of British Oak
The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak, Baltic Oak & Larch
The Main Keelson is P. Pine and free from all defects. The Shifts of the First and Second Foothooks are not less than 3 ft
(The Rider Keelson is ✓) N.B. When less than prescribed by the Rule, state how many.
The Transoms, Knightheads, Hawse Timbers, & Aprons of No. Oak ditto. The rest of the Shifts of the Frame are sufficient
Deadwood, of P. Pine and ditto. The Frame is well squared from First Foothook Heads upwards,
The Stem, and Stern Post of British Oak ditto. and free from sap, and from thence downwards, the frame is good
The Deck and Hold Beams of Larch The Frames are all bolted together to the Gunwale.
Breasthooks of British Oak Knees of Iron & British Oak N.B. If not, state how bolted.
The Main piece of Rudder of British Oak Windlass of British Oak The Butts of the Timbers are all close together; their thickness not less than 5 of the entire moulding at that place.
(The Keel of American Elm) The Frame is choked 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 Pitch pine, Larch, Bilge planks American Elm
From the above named height to the Wales Larch & pitch pine

The Wales and Black-strakes Red pine The Topsides & Sheer-strakes No. Oak
The Spiketting and Plank-sheers No. Oak The Water-ways { Upper Deck Pitch pine
The Decks Red pine State of good Lower Deck
The Shifts of the Planking are not less than 5 Feet. 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 strakes between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch pine and White pine
The Ceiling, Lower Hold, and between Decks Pitch pine & White pine Shelf Pieces and Clamps Pitch pineFastenings.—To Hold Beams ✓

Deck Beams Pell's binders and Oak lodging knees, Nine diagonal plates 3 x 3 on each side fitted outside of the frame and four pairs of knee riders

Number of Breasthooks One Pointers ✓ Crutches One Iron
Butt End Bolts are of Iron in the Bottom Two Bolts in each Butt End One through and clenched.
Bilge and Limber Strakes Iron bolted through and clenched. Treenails of ✓ How Made ✓

Thickstuff over Double Floors White pine 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 Forbes & Birnie Surveyor's Signature L. Hindmarsh
Surveyor to Lloyd's Register of British and Foreign Shipping.

4665 Abn

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
	Fore Sails,	Chain	60	5 1/2	13 1/2	6 1/2	Netherthorpe	Bower Anchors	1	2-9-16	3-9-4	3-9-4	Netherthorpe
	Fore Top Sails,	Iron Stream Chain					G. Horspool	Anchors	1	3-0-5	3-11-0	3-2-0	Netherthorpe
	Fore Topmast Stay Sails,	Ditto Ditto					22/38 Sep/93		1	2-3-24	3-10-0	3-2-0	
	Main Sails,	Hempen Strm Cable	45	5					1	1-2-25	1-14	2-0-0	
	Main Top Sails, and quality	Hawser Manila	60	5 1/2		60 f 5 1/2							
		Towlines	45	8 1/2		60 f 3		Stream Anchor					
		Warp	60	3				Kedge					
								2nd Kedge					

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 good
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?
Two on each side and bulwarks open at bottom

Cargo Hatchways.—How formed? Pitch pine State size 12 x 3 1/2
If of extraordinary size, state how framed and secured? ✓
What arrangement for shifting beams? ✓

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 4' 1" x 4' 1"

Order for Special Survey, No. <u>684</u>	DATES of Surveys	1st. When the Frame is completed	<u>1893. April 3. 24. May 10. 23. June 15. 27</u>
Date <u>April 12. 1893</u>	held while build-	2nd. When the Beams are put in, &c.	<u>July 10. 18. 31. August 8. 14. 28</u>
Order for Ordinary Survey, No. <u>✓</u>	ing, as per Section	3rd. When completed, and before the	<u>September 4. 14. 27. October 4. 13. 19.</u>
Date <u>✓</u>	35.	plank be painted or payed	
No. <u>82</u>	in Builder's Yard.		

General Remarks.

This vessel has been constructed under Special Survey in accordance with the Rules and the approved tracing. The workmanship and material are good; the latter being above the 8 years grade. She has been built under a watertight roof and is salted in accordance with the Rules as contained in Section 37. The vessel is intended simply for the Line Fishing Trade.

The anchors and chains are slightly below the requirements of the Rules as contained in Table 22. but when these were ordered the builders did not expect that the under deck tonnage would exceed 80 tons

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— For Fishing Purposes. Salted. See Sec 2 letter July 7/93 M.

The Amount of the Entry Fee .. £ 1 : : received by me, 7/11/93 J. L. Hindmarsh
Special .. £ 5 : 5 :
(To be sent as per margin) Certificate .. gratis

Travelling Expenses, if any, £ 10
Committee's Minute TUES. 24 OCT 1893

Character assigned + 10 A— for fishing purposes
Salted 1 Dr. I. B.
+ L. M. C. 10. 93.

Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel appears to have been built in accordance with the Rules, and the approved midship section, and it is submitted she is eligible to be classed
+ 10 A— For Fishing purposes, viz:—
8 years Table A
1 year for Salted. See 37.
+ 10 A— For Fishing purposes
Salted 1 Dr. I. B.
Lloyd's Register
Foundation
23/10/93