

1 or 2 Dks., R. Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

TUES. JAN 14 1896

Received at London Office..... 5720

State if Report is also sent on the Machinery of the Vessel *Yes*

Date of completion of Report *January 13th 1896*

Date, First Survey *Sept 27th*

Port of *Aberdeen*
Last Survey *Jan 13th 1896*

Rig *Schooner*

Master *Mr. Craig*

Year of appointment (1) As master in service of
owner of present vessel: 1896
(2) As master of this vessel: 1896

Built at *Aberdeen*

When built 1895-6 Launched *Dec 7th 1895*

By whom built *Rep. Hall Russell & Co*

Owners *Fishing Coy Ltd*

Managers *J. Brown*

(Where necessary to be entered in Reg. Book.)

Residence *5 Market Street*

Port belonging to *Aberdeen*

TONNAGE under
Tonnage Deck... *104 71*
Do. of Poop
Do. of Raised Qr.
Dk. or Break...
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Deck
Do. of excess of Hatchways
Do. above Crown of
Engine Room...
Gross Tonnage *111.85*
Less Crew Space
Less above Crown of
Engine Room...
TONNAGE FOR FEES.. *99.12*
Less Engine Room
Less Navigation Spaces...
Register Tonnage *30.75*
as cut on Beam...

ONE OR TWO DECKED VESSEL.

CLASS *+100 A-*

"For Fishing Purposes" FEET.

Half Breadth (moulded) *9.75*

Depth from upper part of Keel to top of Main Deck Bms. *10.91*

Girth of Half Midship Frame (as per Rule) *16.29*

1st Number *36.95*

Length *89.08*

2nd Number *3291.6*

Proportions—Breadths to Length *4.5*

Depths to Length—Main Deck to top of Keel... *8.1*

Destined Voyage *Fishing off the coast*

If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck *89* Feet. *92* Inches. BREADTH—Moulded... *19* Feet. *6* Inches. DEPTH—Top of Floors to Main Deck Beams. *10* Feet. *0* Inches. Power of Engines *45* Horse. No. of Decks with Flat laid *one* No. of Tiers of Beams *"*

FRAMING.			FORGINGS AND CASTINGS.		
Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.
FRAME, Angles, <i>whole</i> <i>2 1/2</i> <i>2 1/2</i> <i>5</i>			KEEL, Bar on Side Plates depth and thickness <i>6 x 1 1/2</i>		
Do. for 1/2 at each end			STEM, moulding and thickness <i>5 1/2 x 1 1/2</i>		
Do. in way of Double Bottoms at Solid Floors.			STERN-POST for Rudder do. do. <i>5 1/2 x 2 1/2</i>		
Distance of Frames from moulding edge to moulding edge, all fore and aft			MAIN PIECE of Rudder, diameter at head... <i>3 1/2</i>		
REVERSED FRAME, Angles <i>2 1/2</i> <i>2 1/2</i> <i>5</i>			do. at heel... <i>2 1/2</i>		
DEEP FRAMING, depth of girder			RUDDER, how constructed <i>Forged</i>		
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships			Can the Rudder be unshipped afloat? <i>Yes</i>		
Do. in way of Engines and Boilers			KEELSONS AND STRINGERS.		
thickness at the ends of vessel			CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		
depth at 1/2 the half breadth, as per Rule			Rider Plate		
height extended at the Bilges			Bulb Plate to Intercoastal Keelson		
FLOORS & BRACKETS, in Cell Dble Bottoms			Horizontal Plates on Floors		
Distance apart			SIDE KEELSON, Angles		
CENTRE GIRDER, in Double Bottom, depth and thickness			Bulb or Plate above floors for lng.		
Angles, Top			Intercoastal Plate for length		
Bottom			Attached to outside plating with Angle..		
SIDE GIRDERS, number and thickness			BILGE KEELSON, Angles		
Angles			Bulb or Plate above floors for len.		
MARGIN PLATE, depth (exclusive of flange) and thickness			Intercoastal Plate for length		
Angles			Attached to outside plating with Angle..		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake			BILGE STRINGER Angles		
thickness in Engine and Boiler space			Bulb Plate for length		
Remainder in Holds			Intercoastal Plate for length		
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb			Attached to outside plating with Angle		
Angles on Upper Edge			SIDE STRINGER Angles		
Average space			Bulb or Intercoastal Plate for lng.		
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb			Attached to outside plating with Angle		
Angles on Upper Edge			Main and Raised Quarter Deck Stringer Plate, breadth and thickness		
Average space			Angle on ditto		
BEAMS, Hold, Plate or Tee Bulb			Tie Plates fore & aft, outside Hatchways		
Angles on Upper Edge			Diagonal Tie Plates on Bms., No. of Pairs		
Average space			Main Dk* Iron or Steel for lng.		
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb			R. Q. Dk* Iron or Steel for lng.		
Angles on Upper Edge			Wood Deck, Material & thickness <i>Pine 5 x 3</i>		
Average space			Lower Deck Stringer Plate, breadth and thickness		
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb			Angles on ditto, No.		
Angles on Upper Edge			Tie Plates, outside Hatchways		
Average space			Deck* Material and thickness		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb			Hold Stringer Plate		
Angles on Upper Edge			Angles on ditto, No.		
Average space			Poop Deck Stringer Plate, breadth & thickness		
PILLARS, In 'tween Decks, Size and Spacing			Angle on ditto		
Hold			Tie Plates		
Quarter, 'tween Dks.,			Deck, Material and thickness		
in Hold			Bridge Deck Stringer Plate, brdth & thickness		
WEB FRAMES, In Fore Body, No. and Spacing			Angle on ditto		
Brdth. & Thickness			Tie Plates		
No. of Side Stringers			Deck, Material and thickness		
WEB FRAMES, In E. & B. Space, No. & Spacing			Forecastle Deck Stringer Plate, brdth & thcknss		
Brdth. & Thickness			Angle on ditto		
No. of Side Stringers			Tie Plates		
Size of Angles or Tee Bars to Web Frames			Deck, Material and thickness		
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness			BULKHEADS.		
			In Vessel. Per Rule. Thickness. Horizontal. Vertical. Spacing. Single or Double Frames. Height up.		
			W.T. BULKHEADS <i>4</i> <i>4</i> <i>1/2"</i> <i>2 1/2 x 3 1/2</i> <i>2 1/2 x 3 1/2</i> <i>30</i> <i>Double deck</i>		
			PARTITION <i>none</i>		
			LONGITUDINAL <i>none</i>		
			Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>		

5120, also.

205120

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.			BUTTS.									
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.				
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.					Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.	
Flat Plate Keel (If Bar Keel, state Riveting)	42	6	6	6	42	6	Double	4 1/4	3/8	3 3/8	3 Whole	3/4	2 3/8	-	-	4 1/4	Whole		
Garboard or A Strake	46	5	5	5	46	5	Single	2 1/2	5/8	2 3/4	3 Whole	5/8	2 1/4	-	-	7 1/2 x 4 1/4	do		
State actual thickness in way of Double Bottom.	50	5	5	5	50	5	Single	2 1/2	5/8	2 3/4	3 Whole	5/8	2 1/4	-	-	7 1/2 x 4 1/4	do		
Sheerstrake	40	6	5	5	40	6 to 5	Double	4 1/4	5/8	2 3/4	3 Whole	3/4 x 5/8	2 3/8 x 2 1/4	9 1/2 x 8	6	-	-		
	40 1/2	6	5	5	40 1/2	6 to 5	Single	2 1/2	5/8	2 3/4	3 Whole	3/4 x 5/8	2 3/8 x 2 1/4	9 1/2 x 8	7 x 5	-	-		
F																			
G																			
H																			
J																			
K																			
L																			
M																			
N																			
O																			
P																			
DOUBLING of Flat Plate Keel																			
Length and thickness of Bilges																			
of Sheerstrakes																			
of Strake below																			
POOP SIDES																			
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
LENGTHS OF PLATING																			

Strakes D+E have four butts amidships double riveted with 3/4" wide - the other rivets are 5/8"

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c.?
Summers Martin Steel
Stockton, Newton, Motherwell -

Main Stringer Plate Butts, *single* riveted for *all* length *amidship*.
formed by boom piles
Butts of Bilge & Side Stringers, and Tie Plates, *double* riveted?
Inner Bottom Plating, riveting of Edges *none* Butts *none*
Centre Girder Butts, *none* riveted. Keelson Butts, *double* riveted.
Frames, riveted through Plates with *3/4"* in Rivets, about *5-1/4"* apart.
Rivets, state whether of Iron or Steel *Iron*

FRAMES extend in one length from *Keel* to *Gunnwale*
REVERSED FRAMES on floors and frames extend from *upper turn of bilges to upper turn of bilges*

MASTS, SPARS, &c.											
	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Houings.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS	Fore	<i>P. Pine 46-9</i>	<i>11 1/2</i>	<i>10</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>2</i>	<i>none</i>	<i>single</i>	<i>double</i>	
	Main	<i>steel 31-9</i>	<i>11</i>	<i>10</i>	<i>7</i>	<i>7</i>					
	Mizen										
Bowsprit	<i>none</i>										
Topmasts, Yards and Remainder of Spars	<i>none</i>	<i>topmast - 4'-6" Pine</i>									
Rigging, Material and Size, Shrouds	<i>2 1/2" Iron wire</i>										
Sails.	<i>one</i>	Suit of <i>Iron & Aft</i>									

EQUIPMENT No. LETTER TONNAGE FOR TRAWLERS 104 U.Dk. ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQ. BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
36999	1st Bower	4	0	26	1	0	17	6	12	2	0	4	0	0	<i>ordinary</i>	<i>Jones & Lloyd Reberton 14/11/1952 G. Green</i>	
	2nd											4	0	0			
	3rd											2	1	0			
	Collective weight	4	0	26								10	1	0			
	Stream																
	Kedge																
	2nd Kedge																

CHAIN CABLES.										HAWSERS AND WARPS.				
Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
				Supplied.	Per Rule.									
24646	60	4/8	13/150	24	3-22	23-1-17	60 1/16	<i>S. Link & Hong Kong</i>	<i>Reberton 10/12/1952 G. Green</i>	TOWLINE <i>Cocoi</i>	90	5		60-5 1/2
										HAWSER <i>Iron</i>	45	2 1/2		60-3
										WARP <i>Iron</i>	45	2 1/4		
Iron Stream Chain or Steel Wire														

Boats *one 15-0 x 5-6 x 2-4*

Pumps, Number *Two* Diameter of Barrel and Tail Pipe *4" x 2 1/2"*

Windlass is *of Iron* Capstan *none*

Engine Room Skylights.—How constructed? *of Iron*

What arrangements for deadlights in bad weather? *slide doors & panes*

Coal Bunker Openings.—How constructed? *of Iron* How are lids secured? *Latched Lock Lids* Height above deck? *4' high*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *4 Scuppers on each side. 2 Ports 2 on each side 2'-0" x 1'-0"*

Ceiling in Holds, thickness and material *2" P. Pine* Ceiling 'tween Decks, thickness and material *✓*

Cargo Hatchways.—How formed? *Cast Iron Frames* Hatches.—If strong and efficient? *Yes 2 1/2"*

State size No. 1 Hatch (Forward) *2'-0" x 8'-2"* No. 2 Hatch *3'-2" x 8'-2"* No. 3 Hatch *✓* No. 4 Hatch *✓*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *none*

No. of Breasthooks *2* No. of Crutches *none*

Bulwarks, height above deck and description *2'-6" Iron 3/8" thick* Main Rail, material and size *Iron Bulwark 5'-3 1/2" Height 4' x 2 1/2"*

The above is a correct description.

Builder's Signature (here only.) *Hall Russell & Co.* Surveyor's Signature *Marion Pitkin*

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

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case).

August 28th 1895—M:

Workmanship. Are the butts of plating planed or otherwise fitted?

Planed

Is the riveted work properly closed?

Yes

Are the liners between the frames and plates solid single pieces?

Yes

Do the holes for riveting plate to frames, butt straps, or plate

to plate, &c, conform well to each other?

Yes

Are the rivet holes well and sufficiently countersunk in the plate and punched

from the faying surfaces?

Yes

Do any rivets break into or through the seams or butts of the plating?

a few—

Are the butts of Plating, Stringers, &c., properly shifted and strapped?

Yes

General Remarks (State quality of workmanship, &c.)

This is a steel fishing vessel constructed under special survey & in accordance with the approved plan & the requirements of the rules—The material & workmanship are good—The peaks & decks have been tested by water, & the deck pumps tried with satisfactory results. The watertightness have also been tested—

The plans of the midship, & longitudinal sections, are enclosed.—These are the same as those of the sister ship the S.S. "Craig Gowan".—

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *None* ft., R.Q.D. or Break *None* ft., Bridge Dk. *None* ft., F'castle *None* ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *One dk wood. Two wood covered over S.B. space*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside

Paint & Cement

Outside

Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system

No water ballast

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	✓	✓
Double bottom, forward,	✓	✓	After peak tank,	✓	✓
Double bottom, under Engines and Boilers,	✓	✓	Midship deep tank,	✓	✓
Double bottom, if under Engines only,	✓	✓	Other tanks, if fitted,	✓	✓
Double bottom, if under Boilers only,	✓	✓	(If necessary, furnish further information by sketch.)	✓	✓

State whether the above have been tested as required by the Rules

Order for Special Survey No. <i>715</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1895 + Sept-27th Oct-4th 8th</i>
Date <i>Sept 13th 1895</i>		2nd. On the plating during the process of riveting	<i>" Oct-15-18-23-25</i>
Order for Ordinary Survey No. <i>1</i>		3rd. When the beams were in and fastened and before the decks were laid	<i>" Nov 1-4-8-13-18-22-26</i>
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>" 29 Sept 3-10-13-14-20</i>
No. <i>295</i> in builder's yard		5th. After the ship was launched and equipped	<i>" Sept 17-20-23-24-27-30 1896 Jan 10-13</i>
			Total No. of Visits <i>24</i>

The amount of Entry Fee£ *1 0 0*
Special.....£ *1 0 0*
Certificate* £ : :
Travelling Expenses, if any £ : :

Fees applied for,

Jan 13th 1896

Received by me,

15-1-1896 L.B.M.

* Certificate to be sent to

This office

I am of opinion this Vessel should be Classed

+100A—

"For Fishing Purposes"

With, or without Freeboard, as condition of Class

Yes

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

Committee's Minute

FRI. JAN 17 1896

Character assigned

+ Lmc 1,96

100A—Steel for fishing purposes

Enquire

10h



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