

2 Dks., R. Q. Dk.,
d Pt. Awng. Dk.

IRON OR STEEL STEAMER.

Received at London Office, **TUES. MAY 26 1896**

No. **8138** Survey held at
in the **Line** **Kellie Castle**
of Poop
of Raised Qr.
of Break..
of Bridge House
of Forecastle
of Houses on Deck
of excess of Hatchways
above Crown of
Engine Room ..
ss Tonnage
Crew Space
above Crown of
Engine Room ..
AGE FOR FEES
Engine Room
Navigation Spaces
ister Tonnage
out on Beam

State if Report is also sent on the Machinery of the Vessel **Yes**
Date of completion of Report **23rd May, 1896**
Date, First Survey **3rd Febr. '96**
Port of **Leith**
Last Survey **16th May 1896.**
Rig **Ketch**

ONE OR TWO DECKED VESSEL.
CLASS 100 A
Half Breadth (moulded) 9.5
Depth from upper part of Keel to top of Main Deck Bms. 10.83
Girth of Half Midship Frame (as per Rule) 16.5
1st Number 36.83
Length 89.05
2nd Number 3280.81
Proportions—Breadths to Length 4.68
Depths to Length—Main Deck to top of Keel 8.16
Destined Voyage Anstruther

Master
Year of appointment (1) As master in service of owner of present vessel:—18
(2) As master of this vessel:—18
Built at Leith
When built 1896 Launched 28th April '96
By whom built Hawthorn & Co
Owners The Castle Steam Fishing Co. (Lim^d)
Managers
(Where necessary to be entered in Reg. Book).
Residence Anstruther
Port belonging to Kirkcaldy

BREADTH— Feet. Inches. **Feet. Inches. DEPTH—** Feet. Inches. **Power of** **Horse.** **No. of Decks with Flat laid** **No. of Tiers of Beams**
per Rule..... **89 1** Moulded..... **19 1** Top of Floors to Main Deck **9 8** Engines **34** **3** **One**
Dimensions of Ship per Register, Length, **90.2** breadth, **19.1** depth, **9.65** Moulded Depth, ft. **10** ins. **6** Round of Beam **5** inches.

FRAMING.		Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.
ME, Angles, L or C Bars, for $\frac{1}{2}$ length amidships								
for $\frac{1}{2}$ at each end		2½	2½	5	2½	2½	5	
in way of Double Bottoms at Solid Floors.								
" " at intermdt. Bkts.								
ance of Frames from moulding edge to moulding edge, all fore and aft			20			20		
VERSED FRAME, Angles		2½	2½	5	2½	2½	5	
FRAMING, depth of girder								
ORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships			15	5		15	5	
in way of Engines and Boilers				6x7		6x7		
thickness at the ends of vessel				5		5		
depth at $\frac{1}{2}$ the half breadth, as per Rule								
height extended at the Bilges								
ORS & BRACKETS, in Coll Dble Bottoms								
Distance apart								
TREE GIRDER, in Double Bottom, depth and thickness								
Angles, Top								
Bottom								
E GIRDERS, number and thickness								
Angles								
GIN PLATE, depth (exclusive of flange) and thickness								
Angles								
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake								
thickness in Engine and Boiler space								
Remainder in Holds								
MS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		5	3	7	5	3	7	
Angles on Upper Edge								
Average space			40			40		
MS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb								
Angles on Upper Edge								
Average space								
MS, Hold, Plate or Tee Bulb								
Angles on Upper Edge								
Average space								
MS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb								
Angles on Upper Edge								
Average space								
MS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb								
Angles on Upper Edge								
Average space								
MS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb								
Angles on Upper Edge								
Average space								
ARS, In 'tween Decks, Size and Spacing								
Hold		2½	40		2½	40		
Quarter, 'tween Dks.,								
in Hold								
FRAMES, In Fore Body, No. and Spacing								
Brdth. & Thickness								
No. of Side Stringers								
FRAMES, In E. & B. Space, No. and Spacing								
Brdth. & Thickness								
No. of Side Stringers								
Size of Angles or Tee Bars to Web Frames								
CKET PLATES to Stringers between								
b Frames, Depth and Thickness								

FORGINGS AND CASTINGS.		Inches in Ship.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates depth and thickness		6 x 1½	6 x 1½
STEM, moulding and thickness		6 x 1½	6 x 1½
STERN-POST for Rudder do. do.			
for Propeller		5¼ x 2½	5¼ x 2½
MAIN PIECE of Rudder, diameter at head do. at heel		4 2½	4 2½
RUDDER, how constructed Single Plate ¾ steel			
Can the Rudder be unshipped afloat?		Yes	
KEELSONS AND STRINGERS.		Inches in Ship.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		8½	7
Rider Plate		6½	7
Bulb Plate to Intercoastal Keelson			
Horizontal Plates on Floors			
Angles		3	3
SIDE KEELSON, Angles			
Bulb or Plate above floors for lng.			
Intercoastal Plate for length			
Attached to outside plating with Angle			
BILGE KEELSON, Angles			
Bulb or Plate above floors for len.			
Intercoastal Plate for length			
Attached to outside plating with Angle			
BILGE STRINGER Angles		5½	3½
Bulb Plate for length			
Intercoastal Plate for length			
Attached to outside plating with Angle			
SIDE STRINGER Angles		5½	3½
Bulb or Intercoastal Plate for lng.			
Attached to outside plating with Angle			
Main and Raised Quarter Deck Stringer Plate, breadth and thickness		20	6
Angle on ditto		3 x 3	6
Tie Plates fore & aft, outside Hatchways		7	6
Diagonal Tie Plates on Bms., No. of Pairs			
Main Dk* Iron or Steel for lng.			
R. Q. Dk* Iron or Steel for lng.			
Wood Deck, Material & thickness P. Pine		3	3
Lower Deck Stringer Plate, breadth and thickness			
Angles on ditto, No.			
Tie Plates, outside Hatchways			
Deck* Material and thickness			
Hold Stringer Plate			
Angles on ditto, No.			
Poop Deck Stringer Plate, breadth & thickness			
Angle on ditto			
Tie Plates			
Deck, Material and thickness			
Bridge Deck Stringer Plate, brdth & thickness			
Angle on ditto			
Tie Plates			
Deck, Material and thickness			
Forecastle Deck Stringer Plate, brdth & thcknss			
Angle on ditto			
Tie Plates			
Deck, Material and thickness			

BULKHEADS.		Number.	Thickness.	STIFFENERS.			Single or Double Frames.	Height up.
In Vessel.	Per Rule.		16ths or 20ths.	Horizontal.	Vertical.	Spacing.		
				Inches.	Inches.	Inches.		
W.T. BULKHEADS		3	3	5	2½	2½	30	Double upper 18
PARTITION		✓						
LONGITUDINAL		✓						

Are the outside Plates doubled two spaces of Frames in length? **Yes**

Lloyd's Register
Foundation

LTH566-0026(1/2)+566

PLATING.										RIVETING.																																																																																																																																																										
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.																																																																																																																																																					
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.																																																																																																																																																
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FLAT PLATE KEEL	30	6	6	6	6	6	6	6	6	Single	2 1/4	5/8	2 1/2	Double	5/8	2 1/4	8	6	6 1/2	Whole L																																																																																																																																																
GARBOARD OF A STRAKE	41	6	6	6	6	6	6	6	6	Double	2 1/4	5/8	2 1/2	Double	5/8	2 1/4	8	6	6 1/2	Whole L																																																																																																																																																
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<p>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.: <u>Siemens Martin</u></p> <p><u>Renarkshire; Hallside; Mossend; Cambuslang; Blackhair</u></p> <p>Main Stringer Plate Butts, treble riveted for whole length amidship.</p> <p>Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? <u>Double</u></p> <p>Inner Bottom Plating, riveting of Edges <u>Butts</u></p> <p>Centre Girder Butts, riveted <u>Keelson Butts</u></p> <p>Frames, riveted through Plates with <u>5/8</u> in. Rivets, about <u>4 1/2</u> apart.</p> <p>Rivets, state whether of Iron or Steel <u>Iron</u></p>																																																																																																																																																																				
<p>FRAMES extend in one length from <u>Keel</u> to <u>Cummales</u></p> <p>REVERSED FRAMES on floors and frames extend from <u>middle line to upper turn of bilges</u>; double in <u>2 x B</u> space.</p>																																																																																																																																																																				
<p>MASTS, SPARS, &c.</p> <table border="1"> <thead> <tr> <th rowspan="2">Material.</th> <th rowspan="2">Total length.</th> <th colspan="2">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>At Partners.</th> <th>Heel.</th> <th>Heel.</th> <th>Size.</th> <th>Seams.</th> <th>Butts.</th> </tr> </thead> <tbody> <tr> <td>Fore</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Main</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Mizen</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>LOWER MASTS: 2 wood Pole masts, P. Pine</p> <p>Topmasts, Yards and Remainder of Spars <u>Wood</u></p> <p>Rigging, Material and Size, Shrouds <u>Steel Wire</u></p> <p>Sails, <u>One</u> Suit of Sails and the following spare sails <u>Do</u></p>																						Material.	Total length.	DIAMETER AND THICKNESS.		No. of Plates in round.	ANGLES.		RIVETING.		At Partners.	Heel.	Heel.	Size.	Seams.	Butts.	Fore									Main									Mizen																																																																																																													
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<p>EQUIPMENT No. <u>✓</u> LETTER <u>✓</u> TONNAGE FOR TRAWLERS <u>105.12</u> U.D.K.</p> <p>ANCHORS. <u>Equipment subsequently approved per Secs. letters 4.6.96.</u></p> <table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="2">WEIGHT, EX STOCK.</th> <th colspan="2">TEST, PER CERTIFICATE.</th> <th colspan="2">WEIGHT REQ. BY RULE.</th> <th rowspan="2">Description of Anchor.</th> <th rowspan="2">Makers.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts.</th> <th>qrs.</th> <th>Cwts.</th> <th>qrs.</th> <th>Cwts.</th> <th>qrs.</th> </tr> </thead> <tbody> <tr> <td>37533</td> <td>1st Bower</td> <td>3</td> <td>2</td> <td>0</td> <td>3</td> <td>12</td> <td>6</td> <td>0</td> <td>3</td> <td>21</td> <td>4</td> <td>0</td> <td>0</td> <td>Ordinary S. L.</td> <td>Woodhouse & Co. Ltd.</td> <td>31 March 96</td> <td>H. Green</td> </tr> <tr> <td>37534</td> <td>2nd</td> <td>3</td> <td>2</td> <td>5</td> <td>0</td> <td>3</td> <td>15</td> <td>6</td> <td>0</td> <td>3</td> <td>21</td> <td>4</td> <td>0</td> <td>Do</td> <td>Do</td> <td>Do</td> <td>Do</td> </tr> <tr> <td></td> <td>3rd</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Collective weight</td> <td>7</td> <td>0</td> <td>7</td> <td></td> <td></td> <td></td> <td>2</td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Stream</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>37526</td> <td>Kedge</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>1</td> <td>4</td> <td>10</td> <td>0</td> <td>0</td> <td>2</td> <td>1</td> <td>0</td> <td>Do</td> <td>Do</td> <td>Do</td> </tr> <tr> <td></td> <td>2nd Kedge</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>																						Number of Certificate.	Anchors.	WEIGHT, EX STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQ. BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.	Cwts.	qrs.	Cwts.	qrs.	Cwts.	qrs.	37533	1st Bower	3	2	0	3	12	6	0	3	21	4	0	0	Ordinary S. L.	Woodhouse & Co. Ltd.	31 March 96	H. Green	37534	2nd	3	2	5	0	3	15	6	0	3	21	4	0	Do	Do	Do	Do		3rd																		Collective weight	7	0	7				2	0	0									Stream																	37526	Kedge	2	0	0	0	2	1	4	10	0	0	2	1	0	Do	Do	Do		2nd Kedge																
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<p>Boats <u>One</u></p> <p>Pumps, Number <u>2</u> Diameter of Barrel and Tail Pipe <u>4 1/2 x 2 1/2</u></p> <p>Windlass is <u>Emerson, Walker & Thompsons Iron Patent</u> <u>Capstan</u></p> <p>Engine Room Skylights.—How constructed? <u>Iron casing with glass bullseyes at sides</u></p> <p>What arrangements for deadlights in bad weather? <u>✓</u></p> <p>Coal Bunker Openings.—How constructed? <u>Circular Cast iron</u> How are lids secured? <u>By stud & check</u> Height above deck? <u>Flush</u></p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &c. <u>On each side 2 scuppers & 3 ports 22" x 12"</u></p> <p>Ceiling in Holds, thickness and material <u>2" white pine</u> Ceiling 'tween Decks, thickness and material <u>lining of pine</u></p> <p>Cargo Hatchways.—How formed? <u>Iron Corrugations</u> Hatches.—If strong and efficient? <u>Yes</u></p> <p>State size No. 1 Hatch (Forward) <u>3' 4" x 3' 4"</u> No. 2 Hatch <u>No. 3 Hatch</u> No. 4 Hatch <u>No. 4 Hatch</u></p> <p>Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <u>✓</u></p> <p>No. of Breasthooks <u>2</u> No. of Crutches <u>2</u></p> <p>Bulwarks, height above deck and description <u>2' 6" of 5/8 steel</u> Main Rail, material and size <u>Patent Section 3 x 1 1/2</u></p> <p>The above is a correct description. <u>✓</u></p> <p>Builder's Signature (here only) <u>Harwood & Co. Ltd.</u> Surveyor's Signature <u>H. Green</u></p> <p>Surveyor to Lloyd's Register of British and Foreign Shipping.</p>																																																																																																																																																																				

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

6th Feb. 96. 20th May 96.

Workmanship. Are the butts of plating planed or otherwise fitted? All lapped except garb & sheerstrakes

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 facing surfaces? Yes Do any rivets break into or through the seams or butts of the plating? No

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

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

Workmanship & Material Good

This is a sister ship of S.S. "Chancellor" (yard No. 51) and is built in accordance with approved plan of midship section forwarded to the Secretary on the 9th May 96 and in conformity with the Rules.

Decks & gutterwaterways were flooded & found tight; pumps & sluice cock are in good working order; there are no watertight doors in bulkheads.

Approved plan of profile & a forging report are hereto attached.

To entitle the vessel to the figures for equipment, the anchors & chains should be increased to meet the Rules, which is now under consideration of the builders.

The Surveyor should state the Number of Report and Name of any Sister Vessel. "Chancellor" Lth. Rept. No 7730.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. or Break ✓ ft., Bridge Dk. ✓ ft., F'castle ✓ 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) 1 Dk.

Official No. ✓; Signal Letters ✓

How are the surfaces preserved from oxidation? Inside Portland Cement & Paint Outside Paint

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	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. 655

Date 10th Feb. 1896

Order for Ordinary Survey No. 56

Date 10th Feb. 1896

1st. On the several parts of the frame, when in place, and before the plating was wrought Built under special survey & surveyed:-

2nd. On the plating during the process of riveting 1896:- Feb. 3. 5. 29.

3rd. When the beams were in and fastened and before the decks were laid March 4. 7. 9. 16. 21. 27. 30.

4th. When the ship was complete, and before the plating was finally coated or cemented April 8. 10. 15. 22. 30.

5th. After the ship was launched and equipped May 6. 11. 16.

Total No. of Visits 18

The amount of Entry Fee £ 1 : - : - Fees applied for, 23rd May 1896

Special £ 7 : - : - Received by me, 1896

Certificate £ - : - : -

Travelling Expenses, if any £ - : - : -

I am of opinion this Vessel should be Classed 100A - Steel

With or without Freeboard, as condition of Class For Fishing Purposes

Committee's Minute FRI. MAY 29 1896

Character assigned 100A - Steel for fishing purposes

PLMC 5,96

100A - Steel for fishing purposes.

Larcp

100A - Steel for fishing purposes.

Larcp

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