

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

IRON OR STEEL STEAMER.

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

Date of completion of Report 15th June 1904

Date, First Survey 2nd 12th

Port of Hull

Last Survey June 11th 1904

Rig Gaff

Master William M. Kenzie

Year of appointment (1) As master in service of owner of present vessel - 19 (2) As master of this vessel - 19

Built at Hull

When built 1904 Launched 30th April

By whom built Cochran & Sons

Owners London & Peterhead Steam Fishing Co. Ltd.

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

Residence London

Port belonging to Peterhead

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

Survey held at Hull

On the Herring Difter

TONNAGE under Tonnage Deck...

Do. of Poop

Do. of Raised Or.

Do. of 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

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Register Tonnage

as cut on Beam

ONE OR TWO DECKED VESSEL.

CLASS 100A1 for fishing purposes.

Half Breadth (moulded) 9.08

Depth from upper part of Keel to top of Main Deck Bms. 9.62

Girth of Half Midship Frame (as per Rule) 14.88

1st Number 33.58

Length on deck from after part of stem to fore part of stern post 63.06

2nd Number 2489

Proportions—Breadths to Length 4.5

Depths to Length—Main Deck to top of Keel 8.6

Destined Voyage Fishing

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
83	0	2 1/4	18	2	7	9	7	3	One	One

Dimensions of Ship per Register, Length, 84-0 breadth, 18-25 depth, 9-62 Moulded Depth, 9 ft. 3 ins. Round of Beam, Actual 6 ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAME, Angles, 7 E or L Bars, for 1/2 length amidships	3 1/2	3	7	3 1/2	3	7	KEEL, Bar or Side Plates depth and thickness	6 x 1 1/4		6 x 1 1/4	
Do. for 1/2 at each end							STEM, moulding and thickness	6 x 1 1/4		6 x 1 1/4	
Do. in way of Double Bottoms at Solid Floors..							STERN-POST for Rudder do. do.	5 1/4 x 2 1/4		5 1/4 x 2 1/4	
Spacing of Frames from centre to centre		20		20			for Propeller				
REVERSED FRAME, Angles	2 1/2	2 1/2	5	2 1/2	2 1/2	5	MAIN PIECE of Rudder, diameter at head...	4		4	
DEEP FRAMING, depth of girder		3 1/2		3 1/2			do. at heel	3		3	
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	14		5	14		5	RUDDER, how constructed	Forged iron frame, single plate.			
in way of Engines and Boilers		EL. B	7		6-7		Can the Rudder be unshipped afloat?	Yes			
thickness at the ends of vessel			5		5						
depth at 1/2 the half breadth, as per Rule		Straight across									
height extended at the Bilges											
FLOORS & BRACKETS, in Cell Dble Bottoms							KEELSONS AND STRINGERS.				
state if flanged (top & bottom)							CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate				
Spacing							Rider Plate				
CENTRE GIRDER, in Double Bottom, depth and thickness							Bulb Plate to Intercoastal Keelson				
Angles, Top							Horizontal Plates on Floors				
Bottom							Angles	5	3	8	5
SIDE GIRDERS, number on each side & thickness state if flanged (top & bottom)							SIDE KEELSON, Angles				
Angles							Bulb or Plate above floors for lng.				
MARGIN PLATE, depth (exclusive of flange) and thickness							Intercoastal Plate for length				
Angles to Outside Plating							Attached to outside plating with Angle				
Floors							BILGE KEELSON, Angles (One)	5	3	8	5
Height of Floors at the Bilges							Bulb or Plate above floors for lng.				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake							Intercoastal Plate for length				
thickness in Engine and Boiler space							Attached to outside plating with Angle				
Remainder in Holds							BILGE STRINGER Angles				
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	5	3	7	5	3	7	Bulb Plate for length				
Angles on Upper Edge							Intercoastal Plate for length				
Spacing		40		40			Attached to outside plating with Angle				
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb							SIDE STRINGER Angles (One)	5	3	8	5
Angles on Upper Edge							Bulb or Intercoastal Plate for lng.				
Spacing							Attached to outside plating with Angle				
BEAMS, Hold, Plate or Tee Bulb							Main and Raised Quarter Deck Stringer Plate, breadth and thickness	20	5	20	5
Angles on Upper Edge							Angle on ditto	3 x 3	6	3 x 3	6
Spacing							Tie Plates, outside Hatchways	9	5	9	5
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb							Diagonal Tie Plates on Bms., No. of Pairs				
Angles on Upper Edge							Main Dk* Iron or Steel for Machinery Space lng.		6		6
Spacing							R. Q. Dk* Iron or Steel for lng.				
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle Plate, or Tee Bulb							Wood Deck, Material & thickness P. Pine	3		3	
Angles on Upper Edge							Lower Deck Stringer Plate, breadth and thickness				
Spacing							Angles on ditto, No.				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb							Tie Plates, outside Hatchways				
Angles on Upper Edge							Deck* Material and thickness				
Spacing							Hold Stringer Plate				
BEAMS, In 'tween Decks, Size and Spacing							Angles on ditto, No.				
Hold							Poop Deck Stringer Plate, breadth & thickness				
Quarter, 'tween Dks.,	2 1/2						Angle on ditto				
in Hold							Tie Plates				
							Deck, Material and thickness				
WEB FRAMES, In Fore Body, No. and Spacing							Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness				
No. of Side Stringers							Angle on ditto				
WEB FRAMES, In E. & B. Space, No. & Spacing							Tie Plates				
Brdth. & Thickness							Deck, Material and thickness				
WEB FRAMES, In After Body, No. and 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											

PLATING.										RIVETING.																																																																																																																																							
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.																																																																																																																																		
STRAKES.					AMIDSHIP.					Single or Double.					RIVETS.																																																																																																																																		
Breadth. Thickness. Thickness. Thickness.					Breadth. Thickness. Thickness. Thickness.					Diam. Spacing or to cr. Inches.					Diam. Spacing or to cr. Inches.																																																																																																																																		
FLAT PLATE KEEL <i>Bar Keel</i> <i>(If Bar Keel, state Riveting)</i> GARBOARD OR A STRAKE <i>32</i> <i>7</i> <i>6</i> <i>6</i> <i>32</i> <i>7</i> <i>State actual thickness in any of Double Bottom.</i> B <i>5</i> <i>5</i> <i>5</i> <i>5</i> <i>5</i> <i>5</i> C <i>6</i> <i>5</i> <i>5</i> <i>5</i> <i>6</i> <i>5</i> D <i>5</i> <i>5</i> <i>5</i> <i>5</i> <i>5</i> <i>5</i> E <i>41</i> <i>7</i> <i>6</i> <i>6</i> <i>41</i> <i>7</i> F G H J K L M N O P DOUBLING of Flat Plate Keel Length and thickness of Bilges Length and thickness of Sheerstrakes Length and thickness of Strake below POOP SIDES RAISED QUARTER DECK SIDES BRIDGE SIDES FORECASTLE SIDES LENGTHS OF PLATING <i>Run from apices.</i>										Butts, treble riveted for full length amidship. Straps, single, double or overlapped for full length amidship. Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? <i>J.D.</i> Inner Bottom Plating, riveting of Edges <i>Butts</i> Centre Girder Butts <i>Keelson Butts, Treble riveted.</i> Frames, riveted through Plates with <i>5/8</i> in. Rivets, about <i>42</i> apart. Rivets, state whether of Iron or Steel <i>Iron</i>																																																																																																																																							
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. <i>Mild Steel</i> <i>Beulah Durham, Jarrow, Consett</i> Has the Steel been tested as required by the Rules <i>Yes</i>										FRAMES extend in one length from <i>keel</i> to <i>gunwale</i> state if ordinary or joggled <i>Ordinary</i> REVERSED FRAMES on floors and frames extend <i>from across top of floor, (high angle frame.)</i> state if ordinary or joggled <i>Ordinary</i>																																																																																																																																							
MASTS, SPARS, &c.										RIVETING.																																																																																																																																							
Material. Total length. At Partners. Heel. Hounds. Head.										No. of Plates in round. Number. Size. Seams. Butts.																																																																																																																																							
LOWER MASTS <i>Fore P. Pine 26-0</i> <i>Main P. Pine 26-0</i> <i>Mizen P. Pine 26-0</i> Bowsprit Topmasts, Yards and Remainder of Spars <i>Pitch Pine</i> Rigging, Material and Size, Shrouds <i>Salv. wire 2 1/4 - 1 3/4</i> Sails <i>One</i> Suit of Sails and the following spare sails Equipment No. Letter Tonnage U.D.K. or Plating No. for Trawlers <i>2789.</i>										ANCHORS. <table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="3">WEIGHT, EX STOCK</th> <th colspan="3">WEIGHT OF STOCK</th> <th colspan="3">TEST, PER CERTIFICATE</th> <th colspan="3">WEIGHT REQUIRED BY TABLE 22</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>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Tons.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>1446</td> <td>1st Bower</td> <td>3</td> <td>0</td> <td>4</td> <td>3</td> <td>9</td> <td>5</td> <td>10</td> <td>0</td> <td>0</td> <td>3</td> <td>0</td> <td>0</td> <td>Rodgers</td> <td>11-3-07. Dudley</td> </tr> <tr> <td>1447</td> <td>2nd "</td> <td>3</td> <td>0</td> <td>0</td> <td>3</td> <td>9</td> <td>5</td> <td>10</td> <td>0</td> <td>0</td> <td>3</td> <td>0</td> <td>0</td> <td>"</td> <td>15-3-07</td> </tr> <tr> <td>1455</td> <td>3rd "</td> <td>1</td> <td>3</td> <td>10</td> <td>1</td> <td>24</td> <td>4</td> <td>7</td> <td>0</td> <td>21</td> <td>1</td> <td>3</td> <td>0</td> <td>"</td> <td>15-3-07</td> </tr> <tr> <td colspan="2">Collective weight</td> <td colspan="14"></td> </tr> <tr> <td colspan="2">Stream</td> <td colspan="14"></td> </tr> <tr> <td colspan="2">Kedge</td> <td colspan="14"></td> </tr> </tbody> </table>										Number of Certificate.	Anchors.	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 22			Description of Anchor.	Makers.	Where and when tested and Superintendent.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	1446	1st Bower	3	0	4	3	9	5	10	0	0	3	0	0	Rodgers	11-3-07. Dudley	1447	2nd "	3	0	0	3	9	5	10	0	0	3	0	0	"	15-3-07	1455	3rd "	1	3	10	1	24	4	7	0	21	1	3	0	"	15-3-07	Collective weight																Stream																Kedge															
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2426 <i>60</i> <i>2 1/2</i> <i>10 1/2</i> <i>15 1/2</i> <i>17.2-15</i> <i>17.1-3</i> <i>60</i> <i>2 1/2</i> <i>Stud Link B.B. Humberdon</i> <i>11-3-07. Dudley</i>										TOWLINE HAWERS & WARPS <i>Manilla</i> <i>60</i> <i>5</i> <i>60</i> <i>2 1/2</i> <i>60</i> <i>5</i>																																																																																																																																							
Boats <i>One</i> Pumps, Number <i>Two</i> Diameter of Barrel <i>4</i> State whether they are in efficient working order <i>Yes</i> Windlass is <i>None</i> Capstan <i>by Elliott & Sarwood.</i> Engine Room Skylights —How constructed? <i>By plates and angles</i> What arrangements for deadlights in bad weather? <i>Steel flaps and bullseyes.</i> Coal Bunker Openings—How constructed? <i>Cast iron rings</i> How are lids secured? <i>Secured</i> Height above deck? <i>Flush.</i> Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>On each side, 5 Scuppers. 2 freeing ports 18" x 9".</i> Ceiling in Holds, thickness and material <i>1 1/2" pine</i> Cargo Battens, thickness and material Cargo Hatchways—How formed? <i>Oak coaming</i> Hatches.—If strong and efficient? <i>Yes</i> State size No. 1 Hatch (Forward) <i>14-9 x 5-0</i> No. 2 Hatch No. 3 Hatch No. 4 Hatch Number of Web Plates, Shifting Beams, and Fore and Afters <i>One shifting beam and one fore and after.</i> No. of Breadhooks <i>Three</i> No. of Crutches <i>One & dunn floor</i> Bulwarks, height above deck and description <i>1-10 x 7-6</i> Main Rail and Stays, material and size <i>5 x 2 1/2 x 6" steel B.A.</i> The above is a correct description. Builder's Signature (here only) <i>Bochnace & Sons</i> Surveyor's Signature <i>Allison B. Wilson</i> 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)

(M) 30-1-07. 12-2-07. (S) 16-2-07.

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 facing 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*Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? *Fishing vessel* State results of tests ✓

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? ✓

State results of tests ✓

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

This vessel has been built in accordance with the approved plans, the Secretary's letters of the above date, and in general conformity to the Rules for the class contemplated.

Accompanying this Report, Plan of Midship Section, and Report on Ship's Gearing.

This is a sister vessel to the "City of Glasgow" and "City of Perth", etc. Hull Reports Nos 19048 and 19044, etc. respectively.

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

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) *10th.*

Official No. ✓ ; Signal Letters ✓

State if Machinery is fitted aft *Yes.*How are the surfaces preserved from oxidation? Inside *Portland Cement and Paint* Outside *Paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors ✓

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

* The wells are not to be included in the lengths of the tanks.

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

Order for Special Survey No. <i>1667</i>	DATES of Surveys held while building	<i>1907- Feb 12. 22. 26. Mar 7. 14. 22. 27. Apr 9. 12. 16. 19. 23. 25. 30. May 3. 7. 13. 29. Jun 4</i>
Date <i>8/2/07</i>	No. <i>409</i> in builder's yard	
Total No. of Visits <i>20</i>		

The amount of Entry Fee £ 1 : : : Fees applied for, *15/6/1907*Certificate to be sent to *Hull*Special £ 7 : : : Received by me, *18/6/07*Travelling Expenses, if any £ : : : *7:4* *18/6/07*State whether the Vessel has been built under Special Survey *Yes.*I am of opinion this Vessel should be Classed *100A1* for fishing purposes.

Allison B. Wilson.

With, or without Freeboard, as condition of Class *Without.*

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

Committee's Minute

TUES. 18 JUN 1907

Character assigned

100A1
for fishing purposes

Lloyd's Register

+ L.M.B. 6.07