

IRON OR STEEL SHIP.

(Received at Dundee Office, THURS 7 AUGUST 1890 4115)

No. 4115 Survey held at Aberdeen Date of writing Report August 4 Port of Aberdeen
On the Screw Steam Trawler North East Date of First Survey May 24 Last Survey August 4 1890
Rig Fore & aft sails

TONNAGE under Tonnage Deck 111.11
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk.
Do. of Poop Light & air Spar 9.59
Do. of Raised (Gr.) Dk. or Break }
Do. of Bridge House }
Do. of Houses on Deck }
Do. of excess of Hatchways }
Do. of Forecastle }
Gross Tonnage 122.6
Less Crew Space 12.06
Less Engine Room Register Tonnage as cut on Beam 85.35
25.19

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 9.75 Feet.
Depth from upper part of Keel to top of Upper Deck Beams 11.16
Girth of Half Midship Frame (as per Rule) 16.42
1st Number 37.33
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length 93.5
2nd Number 3490.35
Proportions— Breadth to Length 4.4
Depths to Length— Upper Deck to Keel
Main Deck ditto 8.3

Master D. Brichton
Year of appointment (1) As master in service of owner of present vessel:—18
(2) As master of this vessel:—1890
Built at Aberdeen
When built 1890 **Launched** July 15/90
By whom built Messrs Hall Russell & Co
Owners Mrs. W. Gypin
Managers
(If desired to be entered in Reg. Book)
Residence Chillhead, Dundee, Aberdeen
Port belonging to Aberdeen
Destined Voyage Trawling
If Surveyed while Building, Afloat, or in Dry Dock.
While building & afloat

LENGTH on deck as per Rule ...	Feet. Inches.	BREADTH—Moulded ...	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams ...	Feet. Inches.	Power of Engines ...	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
Dimensions of Ship per Register, length, <u>95.25</u> breadth, <u>19.7</u> depth, <u>10.1</u>	<u>93</u> <u>0</u>	<u>19</u> <u>6</u>	<u>10</u> <u>2</u>	<u>10</u> <u>2</u>	<u>50</u>	<u>50</u>	<u>50</u>	<u>One</u>	<u>One</u>
KEEL , depth and thickness ...	<u>6 1/2</u> x <u>1 1/2</u>	<u>6 1/2</u> x <u>1 1/2</u>	<u>6 1/2</u> x <u>1 1/2</u>	<u>6 1/2</u> x <u>1 1/2</u>	<u>6 1/2</u> x <u>1 1/2</u>	<u>6 1/2</u> x <u>1 1/2</u>			
STEM , moulding and thickness ...	<u>5 1/2</u> x <u>2 1/2</u>	<u>5 1/2</u> x <u>2 1/2</u>	<u>5 1/2</u> x <u>2 1/2</u>	<u>5 1/2</u> x <u>2 1/2</u>	<u>5 1/2</u> x <u>2 1/2</u>	<u>5 1/2</u> x <u>2 1/2</u>			
STERN-POST for Rudder do. do. ...	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>
" " for Propeller ...	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>			
FRAMES , Angle Iron, for 3/4 length amidships ...	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>			
Do. for 1/2 at each end ...	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>	<u>3</u> <u>2 1/2</u> <u>5</u>			
REVERSED FRAMES , Angle Iron ...	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>	<u>2 1/2</u> <u>2 1/2</u> <u>5</u>			
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships ...	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>
" thickness at the ends of vessel ...	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>
" depth at 3/4 the half-bdth. as per Rule ...	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>
" height extended at the Bilges ...	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>	<u>4.6</u>
BEAMS , Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge ...	<u>5</u> <u>3</u> <u>4</u>	<u>5</u> <u>3</u> <u>4</u>	<u>5</u> <u>3</u> <u>4</u>	<u>5</u> <u>3</u> <u>4</u>	<u>5</u> <u>3</u> <u>4</u>	<u>5</u> <u>3</u> <u>4</u>	<u>5</u> <u>3</u> <u>4</u>	<u>5</u> <u>3</u> <u>4</u>	<u>5</u> <u>3</u> <u>4</u>
Average space ...	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>
BEAMS , Main, or Middle Deck ... } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>
Average space ...	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>
BEAMS , Lower Deck ... } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>
Average space ...	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>
BEAMS , Hold, or Orlop ... } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>
Average space ...	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>	<u>4.0</u>
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates ...	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>
" Rider Plate ...	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>
" Bulb Plate to Intercostal Keelson ...	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>
" Angle Irons ...	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>
" Double Angle Iron Side Keelson ...	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>
" Side Intercostal Plate ...	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>
" do. Angle Irons ...	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>
" Attached to outside plating with angle iron	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>	<u>4</u> <u>4</u> <u>8</u>
BILGE Angle Irons ...	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>
" do. Bulb Iron ...	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>
" do. Intercostal plates riveted to plating for length	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>
BILGE STRINGER Angle Irons ...	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>
" Intercostal plates riveted to plating for length	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>
SIDE STRINGER Angle Irons ...	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>	<u>3</u> <u>3</u> <u>6</u>

The **FRAMES** extend in one length from keel to gunwale Riveted through plates with 3/4 in. Rivets, about 5 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to upper part of bilge and to alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 1/2, 2 1/4 ins. from centre to centre.

" Butts of 1 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 20 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Lower Edges of Main Sheerstrake, double or single riveted. **Upper Sheerstrake**, double or single riveted.

" Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, double riveted for all length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for length.

" Breadth of laps of plating in double riveting 5 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double & double No. of Breasthooks, two Crutches, deep floors

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Dummo's Markin transoms

Manufacturer's name or trade mark, Stul, Scotland, Moor, Stul & Iron Co

The above is a correct description.

Builder's Signature, Hall Russell & Co Surveyor's Signature, G. L. Hindmarsh
Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Form No. 1 for Iron or Steel Ships—250—8.11.89—Transfer Ink.

Workmanship p. Are the butts of

4111 Alms Edges planed

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes

Are the fillings between the ribs 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

from the faying surfaces? 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? Very few

Masts, Bowsprit, Yards, &c., are P. Pine in good condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit For auxiliary purposes

Number for Equip-ment for Steam Letter for do. Trawlers	CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight. Ex. Stock. which Anchors are Stockless.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.		
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and)							
No. SAILS.	10959	60	1 1/2	20 5/8	13 3/4	60 1/2	Jipton	12 H 4 1/2	4 1/2	0 9 1/2	6 1/2	10 1/2	0 0 1/2	Jipton
Fore Sails,							E. R. Smith	12 H 4 1/2	4 1/2	0 9 1/2	6 1/2	10 1/2	0 0 1/2	E. R. Smith
Fore Top Sails,							Janus & Lloyd							Janus & Lloyd
Fore Topmast Stay Sails,														
Main Sails,								Collective Weights	8 1/2	0 16		8 1/2	0 0	
Main Top Sails, and quality								Stream	12 H 4 1/2	2 1/2	16 5 1/2	5 1/2	0 0 1/2	2 1/2
Iron Steam Chain or Steel Wire ..								Kedge						
Hempen Str'm Cabl	90	3				60 5/2		2nd Kedge						
TOWLINE—Hemp or Steel Wire	45	3				60 3/4								
Hawser	45	3												
Warp	45	2 1/2												

Standing and Running Rigging Wire & hemp sufficient in size and good in quality. She has One Long Boat and

The Windlass is good Capstan and Rudder good Pumps good

Engine Room Skylights. How constructed? Teak How secured in ordinary weather? Bulls eyes

What arrangements for deadlights in bad weather? Slide rods and pins

Coal Bunker Openings. How constructed? C. Iron How are lids secured? with a clutch Height above deck? flush

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Two scuppers and two ports 23x13 1/2 on each side

Cargo Hatchways. How formed? Iron comings Hatches, If strong and efficient? Yes 2 1/2 solid

State size Main Hatch 4 1/2 x 5 1/2 Forehatch Quarterhatch

If of extraordinary size, state how framed and secured... What arrangement for shifting beams?

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	1st.	2nd.	3rd.	4th.	5th.	Total No. of Visits
635	Nov. 19. 1889			260		On the several parts of the frame, when in place, and before the plating was wrought	1890 March 24	When the beams were in and fastened, and before the decks were laid...	April 7 11. 16. 21. 24. 28	After the ship was launched and equipped	27
						On the plating during the process of riveting	May 1 7 10 15 23	When the ship was complete, and before the plating was finally coated or cemented..	June 2 6 10 13 17 21		
							26		July 1 4 9 15 24 30	Aug 2 4	

State dates of letters respecting this case Sept. Nov. 14, 1889 Jan 15 1890

General Remarks (State quality of workmanship, &c.) This is a steel built vessel constructed under special survey in accordance with the Rules and the approved tracings. The material and workmanship are good. The peaks have been tested and found satisfactory. The midship section was forwarded on July 18. There are now enclosed the longitudinal and pumping plans.

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

Particulars for Record in R.B.—Length of Poop ft., R.Q.D. ft., Bridge Dk., ft., F'castle ft.; No. of Dks. (excluding spar, awn., &c.) One

Material of dks. If spar, awn. dk., &c. Material of spar, awn. dk., &c.; No. of tiers of beams (with and without dks. laid)

Official No. 94548 Signal Letters If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed 100 A 1 Steel Steam Trawler

The amount of the Entry Fee £ 1 : : is received by me, G. L. Stb

Special £ 5 : 10 : Aug 5 1890

(to be sent as per margin). Certificate ... Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 8 AUGUST 1890 It is submitted that this vessel

Character assigned 100 A 1 Steel Steam Trawler appears eligible to be classed

+ Lmb 890 La rep THW 1 DK as recommended

1 Stk Lloyd's Register Foundation