

IRON OR STEEL SHIP.

(Received at London Office, **THURS 7 AUGUST 1890**)

4115

No. 4115 Survey held at Aberdeen Date of writing Report August 4 Port of Aberdeen
 On the Screw Steamer Trawler North East Date First Survey May 24 Last Survey August 4 1890
 Rig Fore & aft sails
 Master D. Brighton
 Year of appointment 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, Piffodals, Aberdeen
 Port belonging to Aberdeen
 Destined Voyage Trawling
 If Surveyed while Building, Afloat, or in Dry Dock. While building & afloat

TONNAGE under Tonnage Deck 111.11
 Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
 Total under Upper Dk. 122.6
 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 15.35
 Register Tonnage 25.19
 as out on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) 9.75
 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 34.33
 1st Number, if a 3-Decked Vessel .. deduct 7 feet
 Length 93.5
 2nd Number 3490.35
 Proportions—Breadth to Length 4.4
 Depth to Length—Upper Deck to Keel 8.3
 Main Deck ditto 8.3

LENGTH on deck as per Rule 93.5 **BREADTH**—Moulded 19.6 **DEPTH** top of Floors to Upper Deck Beams 10.2 **Power of Engines** 50 **No. of Decks with flat laid** One
 Dimensions of Ship per Register, length, 95.25 breadth, 19.7 depth, 10.1 Moulded depth 10.9

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL , depth and thickness	<u>6 1/2 x 1 1/2</u>	<u>6 1/2 x 1 1/2</u>	PLATES in Garboard Strakes, br'dth & thickness	<u>40</u>	<u>7</u>	<u>30</u>	<u>7</u>			
STEM , moulding and thickness	<u>6 1/2 x 1 1/2</u>	<u>6 1/2 x 1 1/2</u>	" From Garboard to upper part of Bilges	<u>6</u>		<u>6</u>				
STERN-POST for Rudder do. do.	<u>5 1/2 x 2 1/2</u>	<u>5 1/2 x 2 1/2</u>	" Of d'bling at Bilge, or increased thickness, and length applied							
" " for Propeller	<u>5 1/2 x 2 1/2</u>	<u>5 1/2 x 2 1/2</u>	" From up. prt of Bilge to l. edge of Sh'rstrake	<u>40</u>	<u>7</u>	<u>30</u>	<u>7</u>			
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>20</u>	<u>21</u>	" Main Sheerstrake, breadth and thickness	<u>40</u>	<u>7</u>	<u>30</u>	<u>7</u>			
FRAMES , Angle Iron, for 1/2 length amidships	<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>				
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>				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>12</u>	<u>5</u>	<u>12</u>	<u>5</u>						
" thickness at the ends of vessel	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>						
" depth at 3/4 the half-bdth. as per Rule	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>						
" height extended at the Bilges	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>						
BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>5</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>3</u>	<u>4</u>				
Single or double Angle Iron on Upper edge	<u>40</u>	<u>42</u>								
Average space	<u>40</u>	<u>42</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										
Average space										
BEAMS , Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron on Upper Edge										
Average space										
BEAMS , Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron on Upper Edge										
Average space										
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	<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>				
" Bulb Plate to Intercostal Keelson										
" Angle Irons	<u>4</u>	<u>4</u>	<u>8</u>	<u>4</u>	<u>4</u>	<u>8</u>				
" Double Angle Iron Side Keelson										
" Side Intercostal Plate										
" do. Angle Irons										
" Attached to outside plating with angle iron										
BILGE Angle Irons	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>				
" do. Bulb Iron										
" do. Intercostal plates riveted to plating for length										
BILGE STRINGER Angle Irons	<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										
SIDE STRINGER Angle Irons	<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 <u>keel</u> to <u>gunwale</u> Riveted through plates with <u>3/4</u> in. Rivets, about <u>5</u> apart.										
The REVERSED ANGLE IRONS on floors and frames extend <u>from middle line to upper part of bilge</u> and to <u>alternately</u>										
KEELSONS . Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And butts properly shifted? <u>Yes</u>										
PLATING . Garboard, double riveted to Keel, with rivets <u>1</u> in. diameter, averaging <u>5</u> ins. from centre to centre.										
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3 1/2</u> ins. from centre to centre.										
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <u>3/4</u> in. diameter averaging <u>2 1/2</u> , <u>2 1/4</u> ins. from centre to centre.										
" Butts of <u>1</u> Strakes at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>20</u> thicker than the plates they connect.										
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <u>5/8</u> in. diameter, averaging <u>2 1/2</u> ins. from cr. to cr.										
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <u>5/8</u> in. diameter, averaging <u>2 1/2</u> 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 <u>1/2</u> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <u>length</u> amidships.										
" Butts of Main Stringer Plate, treble riveted for <u>all</u> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <u>length</u> .										
" Breadth of laps of plating in double riveting <u>5</u> Breadth of laps of plating in single riveting <u>2 1/2</u>										
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>double & double</u> No. of Breasthooks, <u>two</u> Crutches, <u>deep floors</u>										
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Swedish Martin</u> Transoms										
Manufacturer's name or trade mark, <u>Skid, Scotland, Moor, Skid & Iron Co</u>										
The above is a correct description.										
Builder's Signature, <u>Hall Russell & Co</u> Surveyor's Signature, <u>A. L. Hindmarsh</u>										
Surveyor to Lloyd's Register of British and Foreign Shipping.										

(Form No. 1 for Iron or Steel Ships—250—8.11/89—Transfer Ink.)

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.

State whether Rivets are of Iron or Steel.

Edges planed

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

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

SAILS.
Fore Sails,
Fore Top Sails,
Fore Topmast
Stay Sails,
Main Sails,
Main Top Sails,
and quality
good

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.

Family 540 7/11/1906 as recommended -

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

It is submitted that this Vess

appears eligible to be Class

100 A.T. (Gul) Steam Trawler

as recommended.

Foundation

77-77