

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

IRON OR STEEL STEAMER.

No. 18435

State of Report is also sent on the Machinery of the Vessel *yes*
Date of completion of Report *11th Sept. 1906*
Date, First Survey *April 3rd*

Received at London Office,

Port of Hull *THUR. 13 SEP 1906*
Last Survey *Aug 18th 1906*
Rig *Ketch*

Survey held at *Dulley*
On the *General Steam Trawler "ORMONDE."*
TONNAGE under Tonnage Deck *245.83*
Do. of Poop
Do. of Raised Or.
Dk. of Break...
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Deck *4.48*
Do. of excess of Hatchways
Do. above Crown of Engine Room
Gross Tonnage *250.31*
Less Crew Space *25.86*
Less above Crown of Engine Room
TONNAGE FOR FEES *224.45*
Less Engine Room *114.08*
Less Navigation Spaces *9.82*
Register Tonnage as cut on Beam *100.55*

ONE OR TWO DECKED VESSEL.

CLASS *100 A1 Steam Trawler.*

Master *✓*

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

Built at *Dulley*

When built *1906* Launched *9th June*

By whom built *Cochrane & Sons.*

Owners *E. Bacon.*

Managers

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

Residence *Grimsby.*

Port belonging to *Grimsby and*

Destined Voyage *Fishing*

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

LENGTH on Deck as per Rule... Feet. *123* Inches. *10 1/2* BREADTH—Feet. *21* Inches. *10 3/4* DEPTH, ACTUAL—Feet. *12* Inches. *6* No. of Decks with Flat laid *On* No. of Tiers of Beams *On*

Dimensions of Ship per Register, Length, *125-0* breadth, *22-0* depth, *12-49* Moulded Depth, *13* ft. *3* ins. Round of Beam, Actual *7* ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAME, Angles, <i>7-8-8</i> for $\frac{1}{2}$ length amidships	<i>4</i>	<i>3</i>	<i>8</i>	<i>4</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>7 1/2 x 1 5/8</i>	<i>7 1/2 x 1 5/8</i>	<i>7 1/2 x 1 5/8</i>	<i>7 1/2 x 1 5/8</i>	<i>7 1/2 x 1 5/8</i>
Do. for $\frac{1}{2}$ at each end						STEM, moulding and thickness	<i>7 1/2 x 1 5/8</i>	<i>7 1/2 x 1 5/8</i>	<i>7 1/2 x 1 5/8</i>	<i>7 1/2 x 1 5/8</i>	<i>7 1/2 x 1 5/8</i>
Do. in way of Double Bottoms at Solid Floors.						STERN-POST for Rudder do. do.	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>
" " " at intermdt. Bkts.						" for Propeller	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
Spacing of Frames from centre to centre	<i>20</i>	<i>20</i>	<i>20</i>	<i>20</i>	<i>20</i>	MAIN PIECE of Rudder, diameter at head	<i>3 x 2 1/2</i>	<i>3 x 2 1/2</i>	<i>3 x 2 1/2</i>	<i>3 x 2 1/2</i>	<i>3 x 2 1/2</i>
REVERSED FRAME, Angles <i>7-8-8</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>4</i>	<i>2 1/2</i>	<i>2 1/2</i>	do. at heel	<i>3 x 2 1/2</i>	<i>3 x 2 1/2</i>	<i>3 x 2 1/2</i>	<i>3 x 2 1/2</i>	<i>3 x 2 1/2</i>
DEEP FRAMING, depth of girder <i>(Single angle)</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	RUDDER, how constructed <i>Forged iron frame, plated.</i>					
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>	<i>6</i>	Can the Rudder be unshipped afloat? <i>yes.</i>					
" in way of Engines and Boilers		<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>						
" thickness at the ends of vessel		<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>						
" depth at $\frac{1}{2}$ the half breadth, as per Rule											
" height extended at the Bilges											
FLOORS & BRACKETS, in Cell Dble Bottoms											
" " state if flanged (top & bottom)											
" " Spacing											
CENTRE GIRDER, in Double Bottom, depth and thickness											
" " Angles, Top											
" " " Bottom											
SIDE GIRDERS, number on each side & thickness											
" " state if flanged (top & bottom)											
" " Angles											
MARGIN PLATE, depth (exclusive of flange) and thickness											
" " Angles to Outside Plating											
" " Floors											
" " Height of Floors at the Bilges											
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake											
" " thickness in Engine and Boiler space											
" " Remainder in Holds											
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>						
" " Angles on Upper Edge											
" " Spacing	<i>40</i>		<i>40</i>								
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb											
" " Angles on Upper Edge											
" " Spacing											
BEAMS, Hold, Plate or Tee Bulb											
" " Angles on Upper Edge											
" " Spacing											
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb											
" " Angles on Upper Edge											
" " Spacing											
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb											
" " Angles on Upper Edge											
" " Spacing											
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb											
" " Angles on Upper Edge											
" " Spacing											
PILLARS, In 'tween Decks, Size and Spacing											
" " Hold											
" " Quarter, 'tween Dks., " "	<i>2 1/2</i>		<i>As arranged</i>								
" " in Hold " "											
WEB FRAMES, In Fore Body, No. and Spacing											
" " Brdth. & Thickness											
" " No. of Side Stringers " "											
WEB FRAMES, In E. & B. Space, No. & Spacing											
" " Brdth. & Thickness											
WEB FRAMES, In After Body, No. and Spacing											
" " Brdth. & Thickness											
" " No. of Side Stringers " "											
" " Size of Angles or Tee Bars to Web Frames											
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness											

BULKHEADS.	Number.		Thickness.	STIFFENERS.				Single or Double Frames.	Height up.
	In Vessel.	Per Rule.		Horizontal.	Vertical.	Horizontal.	Vertical.		
W.T. BULKHEADS	<i>4</i>	<i>4</i>	<i>4</i>	<i>3 x 2 1/2</i>	<i>5/16</i>	<i>48</i>	<i>Angle Dk</i>		
PARTITION	<i>✓</i>								
LONGITUDINAL	<i>✓</i>								

Are the outside Plates doubled two spaces of Frames in length? *yes*
Are the Staircase Valves and Watertight Doors in efficient working order? *yes*

PLATING.										RIVETING.																																																																																																																																																					
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.																																																																																																																																																
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FLAT PLATE KEEL <i>Bar Keel</i> <i>(If Bar Keel, state Riveting)</i> GARBOARD OF A STRAKE <i>32 8 7 7 32 8</i> <i>State actual thickness in way of Double Bottom.</i> B <i>7 6 6 7</i> C <i>7 6 6 7</i> D <i>7 6 6 7</i> E <i>7 6 6 7</i> F <i>31 8 7 7 31 8</i> G H J K L M N O P DOUBLING OF FLAT PLATE KEEL <i>Length and thickness of Bilges</i> <i>Length and thickness of Sheerstrakes</i> <i>Length and thickness of Strake below</i> POOP SIDES RAISED QUARTER DECK SIDES BRIDGE SIDES FORECASTLE SIDES LENGTHS OF PLATING										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>South Durham S.S.C. Co., Consett, Gillingham.</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 from <i>across top of floor (Deep angle angle frame)</i> state if ordinary or joggled <i>Ordinary</i>										Main Stringer Plate Butts, riveted for <i>full</i> length <i>amidship</i> . 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 , riveted. <i>Keelson Butts</i> , riveted. Frames , riveted through Plates with <i>2 1/2</i> in. Rivets, about <i>5</i> apart. Rivets , state whether of Iron or Steel <i>Iron.</i>																																																																																																																																																					
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Boats <i>One</i> Pumps , Number <i>Four</i> Diameter of Barrel <i>6 x 4</i> State whether they are in efficient working order <i>Yes</i> Windlass is by <i>Colman & Sons.</i> Capstan <i>✓</i> Engine Room Skylights —How constructed? <i>Teak</i> What arrangements for deadlights in bad weather? <i>Teak shutters and bulwarks</i> Coal Bunker Openings—How constructed? <i>Cast iron rings</i> How are lids secured? <i>Screwed.</i> Height above deck? <i>Flush.</i> Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>On each side, 6 Scuppers. 4 Freeing Ports 18 x 9"</i> Ceiling in Holds, thickness and material <i>2" Pine</i> Cargo Battens, thickness and material <i>✓</i> Cargo Hatchways—How formed? <i>Plates and angles</i> Hatches—If strong and efficient? <i>Yes</i> State size No. 1 Hatch (Forward) <i>2-10 x 2-10</i> No. 2 Hatch <i>2-10 x 2-10</i> No. 3 Hatch <i>2-10 x 2-10</i> No. 4 Hatch <i>2-10 x 2-10</i> Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <i>✓</i> No. of Breasthooks <i>Five</i> No. of Crutches <i>1 and 1/2</i> Bulwarks, height above deck and description <i>2-6 x 6-5</i> Main Rail and Stays, material and size <i>1 1/2 x 3 x 1/2 Steel R.F.</i> The above is a correct description. Builder's Signature (here only) <i>Bochance & 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) 31-3-06 (E) 16-5-06

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*
 Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? *Sawyer* State results of tests *✓*
 Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Sawyer* 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 letter 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 Forging.

This is a sister vessel to the "Liberia". Hull Report No. 18285

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*) *1 D.K.*
 Official No. *123548*; 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.	Water Capacity.	Where fitted.		*Length.	Water Capacity.
		Feet.	Tons.			Feet.	Tons.
Double bottom, aft,		<i>✓</i>		Fore peak tank,		<i>✓</i>	
Double bottom, under Engines and Boilers,		<i>✓</i>		After peak tank,		<i>✓</i>	
Double bottom, if under Engines only,		<i>✓</i>		Deep tank, aft,		<i>✓</i>	
Double bottom, if under Boilers only,		<i>✓</i>		Deep tank, forward,		<i>✓</i>	
Double bottom, forward,		<i>✓</i>		Other tanks, if fitted,		<i>✓</i>	
Total capacity <i>✓</i>				(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. *1590*
 Date *3/4/06*
 No. *367* in Builder's yard
 Dates of Surveys held while building *1906: Apr. 3. 10. 24. May 1. 8. 11. 18. 28. Jun 1. 6. 8. 9. 11. 15. 22. 28. July 6. 11. 20. 27. 31. Aug 9. 10. 18.*
 Total No. of Visits *23*

The amount of Entry Fee £ *2* : : : Fees applied for, *12/9/06*
 Special £ *11.4* : : : Received by me, *14/9/06*
 Travelling Expenses, if any £ *13.5* : : :
 State whether the Vessel has been built under Special Survey *Yes.*
 I am of opinion this Vessel should be Classed *100 A1, "Steam Trawler".*
 With, or without Freeboard, as condition of Class *Without.*

Committee's Minute *FRI. 14 SEP 1906*
Character assigned. *100 A1*
Stm Trawler
Lloyd's Reg. Co. W + Lmbs. 06

Surveyor to Lloyd's Register of British and Foreign Shipping. *Allison B. Wilson*

Bochance & Sons

29/9/06

0116 2/2