

1 or 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. No. *Nov. Rpt.*
Date of completion of Report *24th Oct. 1906*

No. *18440*
THUR. 25 OCT 1906
Received at London Office.

Survey held at *Essex*

Date, First Survey *April 2nd*

Port of Hull.

Last Survey *Oct. 15th*

1906.

On the *Steel Steam Scauler* "MARION."

"MARION."

Rig *Ketch*.

TONNAGE under
Tonnage Deck... 215.51
Do. of Poop
Do. of Raised Qr.
Dk. or Break...
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Deck 11.34
Do. of excess of Hatchways
Do. above Crown of
Engine Room... 12.02
Gross Tonnage 239.20
Less Crew Space 22.26
Less above Crown of
Engine Room... 12.02
TONNAGE FOR FEES... 204.92
Less Engine Room 137.24
Less Navigation Spaces 8.95
Above Crown of Engine Room 12.02
Register Tonnage 40.45
as cut on Beam...

ONE OR TWO DECKED VESSEL.

CLASS *100 A1 Steam Scauler.*

Master *Thomas May*.

Year of appointment (1) As master in service of owner of present vessel:—1905 (2) As master of this vessel:—1906

Built at *Essex*

When built *1906*

Launched *4th July*

By whom built *Essex Shipbuilding & Repairing Co. Ltd.*

Owners *Tottenhall Steam Fishing Co. Ltd.*

Managers *L. Cohen*

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

Residence *116 Dock Street, Fleetwood*

Port belonging to *Fleetwood*

If surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck as per Rule... 125 Feet. 10 1/2 Inches. BREADTH Moulded... 22 Feet. 0 Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams... 11 Feet. 8 Inches. No. of Decks with Flat laid *One* No. of Tiers of Beams *One*

Dimensions of Ship per Register, Length, 124.0 breadth, 22.1 depth, 11.52 Moulded Depth, 12 ft. 6 ins. Round of Beam, Actual 6 ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	20ths in Ship.		Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.
FRAME, Angles, <i>7</i> or <i>8</i> Bars, for $\frac{1}{2}$ length amidships	5	3	$\frac{1}{20}$	KEEL, Bar or Side Plates depth and thickness	$\frac{1}{2} \times \frac{1}{8}$	$\frac{1}{2} \times \frac{1}{8}$	$\frac{1}{2} \times \frac{1}{8}$
Do. for $\frac{1}{2}$ at each end				STEM, moulding and thickness	$\frac{1}{2} \times \frac{1}{8}$	$\frac{1}{2} \times \frac{1}{8}$	$\frac{1}{2} \times \frac{1}{8}$
Do. in way of Double Bottoms at Solid Floors.				STERN-POST for Rudder do. do.	6 x 3	6 x 3	6 x 3
" " at intermdt. Bkts.				" for Propeller	4 1/2	4 1/2	4 1/2
Spacing of Frames from centre to centre		21		MAIN PIECE of Rudder, diameter at head...	3 1/2 x 3	3 x 2 1/2	
REVERSED FRAME, Angles <i>2 1/2</i> across top of floor only	2 1/2	2 1/2	$\frac{5}{20}$	RUDDER, how constructed <i>Forged iron frame, plated.</i>			
DEEP FRAMING, depth of girder	5		5	Can the Rudder be unshipped afloat? <i>Yes</i>			
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	16	$\frac{1}{20}$	16	KEELSONS AND STRINGERS.			
" in way of Engines and Boilers		$\frac{1}{16}$		CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	$\frac{1}{2}$	3	$\frac{9}{16}$
" thickness at the ends of vessel		$\frac{1}{16}$		" Rider Plate			
" depth at $\frac{1}{2}$ the half breadth, as per Rule		$\frac{1}{16}$		" Bulb Plate to Intercoastal Keelson			
" height extended at the Bilges		$\frac{1}{16}$		" Horizontal Plates on Floors			
FLOORS & BRACKETS, in Cell Dble Bottoms				" Angles			
" " state if flanged (top & bottom)				SIDE KEELSON, Angles			
" " Spacing				" Bulb or Plate above floors for lng.			
CENTRE GIRDER, in Double Bottom, depth and thickness				" Intercoastal Plate for length			
" " Angles, Top				" Attached to outside plating with Angle			
" " Bottom				BILGE KEELSON, Angles <i>(One)</i>	5	4	$\frac{3}{16}$
SIDE GIRDERS, number on each side & thickness				" Bulb or Plate above floors for lng.			
" " state if flanged (top & bottom)				" Intercoastal Plate for length			
" " Angles				" Attached to outside plating with Angle			
MARGIN PLATE, depth (exclusive of flange) and thickness				BILGE STRINGER Angles			
" " Angles to Outside Plating				" Bulb Plate for length			
" " Floors				" Intercoastal Plate for length			
" " Height of Floors at the Bilges				" Attached to outside plating with Angle			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake				SIDE STRINGER Angles <i>(One)</i>	5	4	$\frac{3}{16}$
" " thickness in Engine and Boiler space				" Bulb or Intercoastal Plate for lng.			
" " Remainder in Holds				" Attached to outside plating with Angle			
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	$\frac{7}{16}$	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	23	$\frac{1}{16}$	23
" " Angles on Upper Edge				" Angle on ditto	3 x 3	$\frac{5}{16}$	3 x 3
" " Spacing	42		42	" Tie Plates, outside Hatchways	8	$\frac{5}{16}$	8
BEAMS, Lower Deck, Single 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 <i>machinery</i> lng.		$\frac{1}{20}$	$\frac{1}{20}$
" " Spacing				" R. Q. Dk* Iron or Steel for <i>space</i> lng.			
BEAMS, Hold, Plate or Tee Bulb				" Wood Deck, Material & thickness <i>P. Pine</i>	3		3
" " Angles on Upper Edge				Lower Deck Stringer Plate, breadth and thickness			
" " Spacing				" Angles on ditto, No.			
BEAMS, Poop 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, Bridge or Pt. Awng. Deck, Angle, Bulb Angle Plate, or Tee Bulb				" Angles on ditto, No.			
" " Angles on Upper Edge				Poop Deck Stringer Plate, breadth & thickness			
" " Spacing				" Angle on ditto			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb				" Tie Plates			
" " Angles on Upper Edge				" Deck, Material and thickness			
" " Spacing				Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness			
PILLARS, In 'tween Decks, Size and Spacing				" Angle on ditto			
" " Hold				" Tie Plates			
" " Quarter, 'tween Dks., "	2 1/2		<i>as arranged</i>	" Deck, Material and thickness			
" " in Hold				Forecastle Deck Stringer Plate, brdth & thcknss			
WEB FRAMES, In Fore Body, No. and Spacing				" Angle on ditto			
" " Brdth. & Thickness				" Tie Plates			
" " No. of Side Stringers				" Deck, Material and thickness			
WEB FRAMES, In E. & B. Space, No. & Spacing				BULKHEADS.			
" " Brdth. & Thickness				In Vessel.	Number.	Thickness.	STIFFENERS.
WEB FRAMES, In After Body, No. and Spacing				In Rule.			Horizontal.
" " Brdth. & Thickness				16ths or 20ths.			Vertical.
" " No. of Side Stringers				Inches.			Size.
" " Size of Angles or Tee Bars to Web Frames				Inches.			Spacing.
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness				16ths or 20ths.			Size.
				Inches.			Spacing.
				Inches.			Single or Double Frames.
				Inches.			Height up.

PLATING.										RIVETING.																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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FLAT PLATE KEEL <i>Bar Keel</i> <i>(If Bar Keel, state Riveting)</i> GARBOARD OF A STRAKE <i>41 8 8 8 41 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>34 1/2 8 7 7 34 1/2 8</i> F G H J K L M N O P DOUBLING OF FLAT PLATE KEEL <i>Length and thickness of Bilges</i> <i>of Sheerstrakes</i> <i>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>Mild Steel</i> <i>South Durham S & S.C., Fordingham.</i> <i>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 from <i>across top of floors (single angle frame)</i> state if ordinary or joggled <i>Ordinary</i> . MASTS, SPARS, &c. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th colspan="2">Material.</th> <th colspan="2">Total length.</th> <th colspan="2">At Partners.</th> <th colspan="2">Heel.</th> <th colspan="2">Hounds.</th> <th colspan="2">Head.</th> <th colspan="2">No. of Plates in round.</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th colspan="2"></th> <th colspan="2"></th> <th colspan="2"></th> <th colspan="2"></th> <th colspan="2"></th> <th colspan="2"></th> <th colspan="2"></th> <th colspan="2"></th> <th colspan="2"></th> <th colspan="2"></th> </tr> </thead> <tbody> <tr> <td colspan="2">LOWER MASTS.....</td> <td colspan="2">Fore.....</td> <td colspan="2">P.Pine</td> <td colspan="2">38</td> <td colspan="2">13</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="2"></td> <td colspan="2">Main.....</td> <td colspan="2">P.Pine</td> <td colspan="2">24.6</td> <td colspan="2">12</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td colspan="2"></td> <td colspan="2">Mizen.....</td> <td colspan="2">P.Pine</td> <td colspan="2">24.6</td> <td colspan="2">12</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> </tbody> </table> BOWSPRIT <i>Yes</i> TOPMASTS, YARDS AND REMAINDER OF SPARS <i>Pitch Pine</i> RIGGING, MATERIAL AND SIZE, SHROUDS <i>Sabot wire, 2 3/4, 2 1/2.</i> SAILS <i>One</i> Suit of Sails and the following spare sails <i>Yes</i> EQUIPMENT NO. <i>Letter</i> Tonnage U.D. or Plating No. for Trawlers <i>5444</i> ANCHORS. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">Number of Certificate.</th> <th colspan="2">Anchors.</th> <th colspan="2">WEIGHT, EX-STOCK.</th> <th colspan="2">WEIGHT OF STOCK.</th> <th colspan="2">TEST, PER CERTIFICATE.</th> <th colspan="2">WEIGHT REQUIRED BY TABLE 22.</th> <th colspan="2">Description of Anchor.</th> <th colspan="2">Makers.</th> <th colspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th colspan="2"></th> <th colspan="2"></th> <th colspan="2">Cwts. qrs. lbs.</th> <th colspan="2">Cwts. qrs. lbs.</th> <th colspan="2">Tons. 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OF BREASTHOOKS <i>Four</i> NO. OF CRUTCHES <i>One deep floor</i> BULWARKS , height above deck and description <i>3-0 x 6-0</i> MAIN RAIL AND STAYS , material and size <i>6 x 3 x 3/8 Steel B.A.</i> THE ABOVE IS A CORRECT DESCRIPTION. BUILDER'S SIGNATURE (here only) <i>N. Head</i> SURVEYOR'S SIGNATURE <i>Allison B. Wilson</i> Builder's Name <i>THE GOOLE SHIPBUILDING & REPAIRING CO. LTD.</i> Surveyor to Lloyd's Register of British and Foreign Shipping. Rpt. 1A.												Material.		Total length.		At Partners.		Heel.		Hounds.		Head.		No. of Plates in round.		ANGLES.		RIVETING.																						LOWER MASTS.....		Fore.....		P.Pine		38		13														Main.....		P.Pine		24.6		12														Mizen.....		P.Pine		24.6		12												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. 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Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with the case*)
(M) 10-4-06 (S) 16-9-06.

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)? *Trawler* State results of tests. *✓*
 Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? *Trawler* 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 letters of the above date, and in general conformity to the Rules for the class contemplated.

Accompanying this report:—Plans of Midship Section. Profile. & Pumping Arrangements, and Report on ships forgings

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 Dk.*
 Official No. *✓*; Signal Letters *✓* State if Machinery is fitted aft *Yes*
 How are the surfaces preserved from oxidation? Inside *Paint and 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. *576*
 Date *21/4/06*
 No. *84* in builder's yard
 DATES OF SURVEYS held while building *1906-Apr 2, 5, 9, 18, 21, 23, 25, 27, 30 May 2, 4, 16, 21, 23, 31, June 6, 8, 13, 15, 20 Jun 21, 26, July 4, 11, 16, 20, 24, 26, 31, Aug 3, 9, 13, 14, 17, 30, 31, Sep 4, 13 Oct 15*
 Total No. of Visits *39*

The amount of Entry Fee £ *2 : : :* Fees applied for, *24/10/06*
 Special £ *10 : 5 : :* Received by me, *27.10.06*
 Travelling Expenses, if any £ *1 : 14 : :*
 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 *TUES. 30 OCT 1906*
Character assigned *100 A1 (Stl)*
Stm Trawler
Lloyd's at CP 11/10/06

Builder's Signature *N. Head* **SURVEYOR'S SIGNATURE** *Allison B. Wilson*
Builder's Name *THE GOOLE SHIPBUILDING & REPAIRING CO. LTD.* **Surveyor to Lloyd's Register of British and Foreign Shipping.**
Rpt. 1A.