

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office TUE NOV 21 1916

Date of completion of report

Survey held at *Beverley Hull*

On the (State if Single, Twin, or Screw)

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q. Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

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

LENGTH on Deck

as per Rule

Feet. Inches.

BREADTH

Moulded

Feet. Inches.

DEPTH, ACTUAL

Top of Floors to top of Upper Dk. Beams

Feet. Inches.

No. of Decks with flat laid

No. of Tiers of Beams

Dimensions of Ship per Register, Length

breadth

depth

Moulded depth, ft.

ins.

To Bridge Dk.

Round of Upper

Dk. Beam, Actual

ins.

FRAMING.

FRAME, Angles, or E. L. Bars amidships

Do. in peaks

Do. in way of Double Bottoms at Solid Floors

" " at intermdt. Bkts.

Spacing of Frames from centre to centre amidships

" " from 1/2

" " length to Collision bulkhead

" " in peaks

REVERSED FRAME, Angles

Do. in way of Double Bottoms at Solid Floors

" " at intermdt. Bkts.

FRAMING, depth of girder

FLOORS, depth and thickness of Floor Plate

at mid-line for 1/2 length amidships

" in way of Engine and Boiler Spaces

" thickness at the ends of vessel

" depth at 1/2 the half breadth, as per Rule

" height extended at the Bilges

FLOORS in Cell, Double Bottoms

" state if flanged (top & bottom)

" Spacing of Solid floors

CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.

" Angles, Top

" " Bottom

" " to Floors

" Brackets at intermdt. frmg., wdth & thcknss

SIDE GIRDERS, number on each side & thickness

" state if flanged (top and bottom)

" Angles (top and bottom)

" " to Floors

MARGIN PLATE, depth (exclusive of flange)

and thickness

" Angle to Outside Plating

" " Floors

" Brackets at intermdt. frmg., wdth & thcknss

" Height of Outside Brackets above at bilge

INNER BOTTOM PLATING, breadth and

thickness of Middle Line Strake

" " in Engine and Boiler space

" " Remainder in Holds

BEAMS, Upper Deck, Single Angle, Bulb

Angle, Plate, Tee Bulb, or Channel

" In way of Long Bridge

" Spacing

BEAMS, Second Deck, Single Angle, Bulb

Angle, Plate, Tee Bulb, or Channel

" Spacing

BEAMS, Third and Fourth Deck, Single Angle, Bulb

Angle, Plate, Tee Bulb, or Channel

" Angles on upper edge

" Spacing

BEAMS, Poop Deck, Angle, Bulb Angle, Plate,

Tee Bulb, or Channel

" Angles on upper edge

" Spacing

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate,

Tee Bulb, or Channel

" Angles on upper edge

" Spacing

BEAMS, Forecastle Deck, Angle, Bulb Angle,

Plate, Tee Bulb, or Channel

" Angles on upper edge

" Spacing

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

20/11/16

Port of

Date, First Survey

Hull

Oct. 15/15

Last Survey

No. 29658

Nov. 2/1916

Rig

Ketch

CLASS 100 A1

Breadth (greatest moulded)

22.87

Depth, at middle of length from top of keel to top of

13.08

upper deck beams at side

Transverse Number

35.95

Length on deck from fore part of stem to after part of

130.0

stern post

Longitudinal Number

4673.5

Depth "d," at middle of length (See Secs. 2 & 13)

11.75

Proportions—Depths to Length—Upper Deck Beam at

9.93

side to top of keel

" " Long Bridge Deck

Beam at side to top of keel

Destined Voyage

Fishing

If Surveyed while Building, Afloat, or in Dry Dock

Yes

Master

Year of appointment

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

Grimby

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If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

No. 1A.—Im. 1, 13, T.

008618-008627-00466

WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.				Inches in Ship.			
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness 8×2 8×2			
" " " " brdth. & thickness				STEM, moulding and thickness 8×2 8×2			
" " " " No. of Side Stringers				STERN-POST for Rudder do. do. $6 \frac{1}{2} \times 3$ $6 \frac{1}{2} \times 3$			
WEB-FRAMES, In E. & B. Space, No. & spacing				" " " " for Propeller $6 \frac{1}{2} \times 3$ $6 \frac{1}{2} \times 3$			
" " " " brdth. & thickness				RUDDER—A x D* Table 22. Speed $10 \frac{1}{2}$ knots 56.4			
" " " " No. of Side Stringers				" Main-Piece, diameter at head $4 \frac{1}{2}$ $4 \frac{1}{2}$			
" " " " Size of Face Angles to Web-Frames				" " " " at heel 3×3 $3 \times 2 \frac{3}{4}$			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				RUDDER, how constructed <i>Forged Perforated iron</i>			
BULKHEADS.				" Thickness of Plates or Single Plate $.281$			
W.T. BULKHEADS				Can the Rudder be unshipped afloat? <i>Yes</i>			
" COLLISION PARTITION				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, Plating, &c. <i>South Durham Steel & Iron Co. Ltd.</i>			
LONGITUDINAL				Has the Steel been tested as required by the Rules? <i>Yes</i>			
Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>				Is the <i>Single</i> Valves and Watertight Doors in efficient working order? <i>Yes</i>			
PLATING.				RIVETING.			
AS IN SHIP.				EDGES.			
STRAKES.				BUTTS.			
AMIDSHIP.				AMIDSHIP.			
Breadth. Thickness. Thickness. Thickness.				Breadth. Thickness. Thickness. Thickness.			
Inches. Inches. Inches. Inches.				Inches. Inches. Inches. Inches.			
FLAT PLATE KEEL				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
GARBOARD OF A Strake				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
B "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
C "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
D "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
E "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
F "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
SHEER, G "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
H "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
J "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
K "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
L "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
M "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
N "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
O "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
P "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
Q "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
R "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
S "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
T "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
U "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
V "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
W "				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
THICKNESS OF SHEET PILE				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
CLEAR OF LONG BRIDGE				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
DO. OF STRAKE BELOW				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
DELT. of Flat Plate Keel				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
" Sheerstrakes				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
Length and thickness				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
POOP SIDES				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
SHORT BRIDGE SIDES				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
FORECASTLE SIDES				Double $4 \frac{1}{2}$ $3 \frac{1}{4}$ $3 \frac{1}{2}$ $2 \frac{1}{8}$ $9 \frac{1}{4}$ 8			
* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.							
Upper Deck Butts, riveted for <i>full</i> length amidship.				Butts of Side Stringers <i>Treble</i> riveted.			
Stringer Plate Straps, single, double or overlapped for <i>full</i> length amidship.				" Tie Plates <i>Double</i> riveted.			
Second Deck Butts, riveted for <i>full</i> length amidship.				Inner Bottom Plating, riveting of Edges <i>Butts</i>			
Stringer Plate Straps, single or overlapped for <i>full</i> length amidship.				Centre Girder Butts, <i>Keelson Butts</i> riveted.			
				Frames, riveted through Plates with $3 \frac{1}{4}$ in. Rivets, about $5 \frac{1}{4}$ apart.			
				Rivets, state whether Iron or Steel <i>iron</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>Keel</i> to <i>Gunwale</i> where no concrete <i>no concrete</i>							
Double in E & B space State if ordinary or joggled <i>ordinary</i>							
MASTS, SPARS, &c.							
Material. Total Length. DIAMETER AND THICKNESS. No. of Plates in round. ANGLES. RIVETING.							
At Partners. Heel. Hounds. Head. Number. Size. Seams. Butts.							
LOWER MASTS: Fore <i>P. Pine pole</i>							
Main <i>Will pole</i>							
Mizen <i>Will pole</i>							
Bowsprit							
Topmasts, Yards and Remainder of Spars <i>P. Pine</i>							
Rigging, Material and Size, Shrouds <i>Galv. steel wire</i>							
Stays <i>Galv. steel wire</i>							
Sails, <i>One</i> Suit of Sails, and the following spare sails							

EQUIPMENT No.		LETTER		ANCHORS.		TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS 4673.5	
Number of Certificate.		Weight, Ex. Stock.		Weight of Stock.		Description of Anchor.	
19630		7 0 24		7 0 24		Atlas	
75854		5 1 4		5 1 4		Rodgers	
75853		3 0 4		3 0 4		Rodgers	
4th "		15 2 4		15 2 4		Rodgers	
Stream							
Kedge							
CHAIN CABLES.		HAWERS AND WARPS.					
Number of Certificate.		Length and size supplied.		Length and size supplied.			
Length. Diam.		Length. Diam.		Length. Diam.			
Fathoms. Ins.		Fathoms. Ins.		Fathoms. Ins.			
63400		105 1 6 20 30 40 62 48 60 2 18 105 1 6 20 30 40 62 48 60 2 18		105 1 6 20 30 40 62 48 60 2 18		105 1 6 20 30 40 62 48 60 2 18	
Iron Stream Chain or Steel Wire		Cir.		Cir.			
Boats		Steering Gear, Steam		Steering Gear, Hand			
Pumps, Number		Diameter of Barrel 20 4 30 6		State whether they are in efficient working order			
Windlass is <i>Gemmell & Franks Steam</i>		Capstan					
Engine Room Skylights. How constructed? <i>Steel</i>		What arrangements for deadlights in bad weather? <i>Steel flaps & Rollers</i>					
Coal Bunker Openings. How constructed? <i>C. & S. Discs</i>		How are lids secured? <i>Welded</i>		Height above deck? <i>flush</i>			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. <i>6 scuppers & 4 ports 18 x 9</i>		Cargo Hatchways. How formed? <i>Plates & angles</i>		Cargo Batts, thickness and material			
Ceiling in Holds, thickness and material <i>Plates & angles</i>		Hatches, If strong and efficient? <i>Yes</i>					
State size No. 1 Hatch (Forward)		No. 2 Hatch		No. 3 Hatch			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch		No. of Breasthooks		No. of Crutches			
Bulwarks, height above deck and description <i>44 x 5 1/2 steel</i>		Main Rail, material and size <i>63 x 3 x 7 1/2 BA</i>					
The foregoing is a correct description. <i>COOK, WELTON & GEMMELL, LTD.</i>		Surveyor's Signature <i>J. C. Smith</i>		Surveyor to Lloyd's Register of British and Foreign Shipping.			
Builder's Signature (here only) <i>W. H. Tait</i>		DIRECTOR					
Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)							
<i>M. 4/6/15 E. H. 6/15</i>							
Workmanship. Are the butts of plating planed or otherwise fitted? <i>planed</i>							
Is the riveted work properly closed? <i>Yes</i>							
Are the liners between the frames and plates solid single pieces? <i>Yes</i>							
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? <i>Yes</i>							
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? <i>Yes</i>							
Do any rivets break into or through the seams or butts of the plating? <i>a few</i>							
Are the butts of Plating, Stringers, &c., properly shifted and strapped? <i>Yes</i>							
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? <i>Trawler</i> State results of tests							
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? <i>Trawler</i> State results of tests							
General Remarks (State quality of workmanship, &c.)							
<i>This vessel has been constructed in accordance with the approved plans, the Surveyor's letters & in general conformity with the Society's rules.</i>							
<i>The workmanship & materials used throughout are good</i>							
<i>This vessel is a sister ship to the S/S. SETHON</i>							
<i>Hull report- 29618.</i>							
<i>Kindly return the enclosed plans for dealing with the sister vessels</i>							
The Surveyor should state the Number of Report and Name of any Sister Vessel.							
Plans to be forwarded with F.E. Report showing vessel as built.							
The amount of Entry Fee £ 2 0 0		Fees applied for, <i>20/11/16</i>		Certificate to be sent to <i>Hull</i> Date of issue <i>13/12/16</i>			
Special Survey Fee... £ 13 5 0		Received by me, <i>12/12/16</i>					
Travelling Expenses, if any £ 2 2							
State whether the Vessel has been built under Special Survey <i>Yes</i>							
I am of opinion this Vessel should be Classed <i>100A. Trawler</i>							
With, or without Freeboard, as condition of Class <i>Without</i>							
Surveyor to Lloyd's Register of British and Foreign Shipping.							
Committee's Minute <i>FRI. NOV. 24 1916</i>							
Character assigned <i>100A Trawler</i>							
<i>Lloyd's and C.O. + Lmb. 11.16</i>							

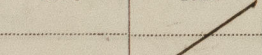
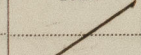
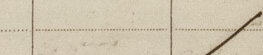
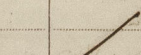
GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 72 ft., Bridge ☒ ft., Forecastle ☒ ft. (in feet and tenths). When the Poop 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's

Official No. 139922; Signal Letters _____ State if Machinery is fitted aft YES
How are the surfaces preserved from oxidation? Inside Paint + cement 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 of double bottom			(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. 2640

Date

No. 346, in builder's yard.

DATES of Surveys held while building

1915: Oct. 15. Nov. 3. 16. Dec. 1. 16. 23. 1916: Jan. 6. 8. 26. Feb. 3. 7. 17. Mar. 9. 29. Apr. 12. May. 4. 12. 22. Jun. 6. 23. Jul. 14. 20. Aug. 25. 31. Oct. 12. Nov. 2.

Total No. of Visits 26

Surveyor's Signature

F. C. Smith

Lloyd's Register Foundation