

Rpt. 2.

URANIA

WOOD SHIP.

19206.

No. 1084 Survey held at Southampton Date, First Survey 20.1.47 Last Survey 29.9.1947
 on the Wood motor Trawler 1084 ex 1084. Master ✓

Official Number 17131
 Tonnage under Tonnage Deck 249.91
 Ditto of Spar Deck, or Awning Deck ✓
 Ditto of Poop, or Raised Qr. Dk. ✓
 Ditto of Houses on deck 25.85
 Ditto of Forecastle 21.26
 Gross Tonnage 297.02
 Crew Space, as per Rule 49.28
 Register Tonnage, cut on Beam 104.71
 Engine Room ✓
 Register Tonnage, as a Steamer, cut on the Beam ✓

Built at Wivenhoe When built 1945, 3 Launched 1944.9
 By whom built Wivenhoe Shipyard Ltd Owners W. A. Phillips Anderson & Co. Ltd.
 Port belonging to Southampton Destined Voyage ✓
 If Surveyed while Building, Afloat, or in Dry Dock Afloat & in Dry Dock.

cut on the Beam.....									Feet. Inches.			
Length as per Section 30			Feet.	Inches.				Feet.	Inches.			
0A			140	0	Extreme Breadth Outside...	27	0	Depth of Hold	12	8	No. of Decks with Flat laid 1.	
					Planking			Depth from limber-strakes to	12	9		
of Keel.....			121	6	Round of Beam.....		6	under side of lower deck beam)			No. of Tiers of Beams 1.	
WL			126	0				Depth, Moulded. Dep. of beam at	15	6 1/2		

DIMENSIONS OF TIMBER.		IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			THICKNESS.			Dimensions of Ship per Register.		
		MOULDED.			MOULDED.			THICKNESS.					
		SIDED.	Middle.	Ends.	SIDED.	Middle.	Ends.	In Ship.	Per Rule, or as Approved.				
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.				
Garboard Strakes		22	benched to centre		As approved			4-3	✓				
Garboard to Bilge		6	8 3/4		"			3	✓				
Bilge Planks		6	9 1/4		"			4 1/4	✓				
Bilge to Wales		6	9		"			3	✓				
Wales		6	8 1/2		"			3	✓				
Topsides		6	8 1/2		"			4 1/4	✓				
Sheer Strakes		6	8 1/2		"			4 1/4	✓				
Plank Sheers		6	8 1/2		"			4 1/4	✓				
Water Upper Deck		6	8 1/2		"			4 1/4	✓				
Ways Lower Deck		6	8 1/2		"			4 1/4	✓				
Ditto, faying surface against Timbers		6	8 1/2		"			4 1/4	✓				
Upper deck		6	8 1/2		"			3	✓				

INSIDE PLANK.		THICKNESS.	
In Ship.	Per Rule or as Approved.	In Ship.	Per Rule or as Approved.
Ins.	Ins.	Ins.	Ins.
Limber Strakes	3	✓	
Bilge Planks	3 1/2	✓	
Ceiling in Flat	3 1/2	✓	
Ditto Bilge to Clamp	3 1/2	✓	
Hold Beam Clamps	3	✓	
Deck Beam Ditto	3 1/2	✓	
Ceiling 'twixt Decks	✓		
Hold Beam Shelves	✓		
Deck Beam Ditto	6	✓	

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Copper or YM in Ship.	Iron in Ship.	Size required per Rule.	Copper or YM in Ship.	Iron in Ship.	Size required per Rule.	Copper or YM in Ship.	Iron in Ship.	Size required per Rule.
<u>1</u>	<u>1</u>	<u>as approved</u>	<u>3/4</u>	<u>3/4</u>	<u>as approved</u>	<u>1/8</u>	<u>1/8</u>	<u>as approved</u>
Transoms and throats of Hooks								
Arms of Hooks								
Thro' Bilge and Limber Strakes								
Thickstuff over Double Floors								
Butt End Bolts								
Short Bolts in Ceiling								
Pintles of the Rudder								
Hold Beam								
Waterway								
Knees								
Shelf or Clamp								
Deck Beam								
Waterway								
Knees								
Shelf or Clamp								
Nails or Bolts in Flat of Deck								
Treenails								

ERING.—The Space between the Floor Timbers and Lower Foothooks is 9 1/2 Inches. The Space between the Top-Timbers is 9 3/4 Inches.

ors consist of Oak. The First Foothooks of Oak.

ond Foothooks of Oak. The Third Foothooks and Top Timbers of Oak.

n Keelson is Oak. and free from all defects. The Shifts of the First and Second Foothooks are Satisfactory.

der Keelson is Oak. N.B.—When less than prescribed by the Rules, state how many.

ansoms, Knightheads, Hawse Timbers, & Aprons of Oak. ditto. The rest of the Shifts of the Frame are Satisfactory.

od, of Oak. and ditto. The Frame is Oak. squared from First Foothook Heads upwards,

m, and Stern Post of Oak. ditto. and is free from sap, and from thence downwards, the frame is Oak.

ck and Hold Beams of Oak. The Entire Frames are through bolted together to the Gunwale.

ooks of Oak. Knees of Oak. N.B.—If not, state how bolted.

n piece of Rudder of Steel. Windlass of Cast Iron. The Butts of the Timbers are close together; their thickness not

el of Oak. less than of the entire moulding at that place.

ING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Elm and Oak. The Frame is choked with Butt at each end of the choek.

e above named height to the Wales Elm and Oak. The Topsides and Sheer-strakes

ales and Black-strakes Oak. The Water-ways Upper Deck ✓

cketting and Plank-sheers Oregon Pine State of Good Lower Deck ✓

cks Oregon Pine N.B. If less than prescribed by the Rule, state whether general or partial,

ifts of the Planking are not less than Feet Inches between, and without step-buttng.

if partial, in what part of the Ship. The Planking is wrought Oak and Oregon Pine.

ING INSIDE.—The Limber-strakes and Bilge-strakes are Oak and Oregon Pine. Shelf Pieces and Clamps Oregon Pine and Oak.

iling, Lower Hold, and between Decks Oregon Pine.

ENINGS.—To Hold Beams ✓

Deck Beams Through bolted to shelf with 3/4 dia: galvanized iron bolts.

Number of Breasthooks 2 Pointers ✓ Crutches ✓

Butt End Bolts are of Galv. Iron in the Bottom Galv. Iron Bolts in each Butt End Driven through and clenched.

Bilge and Limber Strakes Galv. Iron bolted through and clenched. Treenails of ✓ How made ✓

Thickstuff over Double Floors Galv. Iron bolted through and clenched. General quality of Workmanship Satisfactory.

We certify that the above is a correct description of the several particulars therein given. Surveyor's Signature C. W. Vire

Builder's Signature ✓ Surveyor to Lloyd's Register of Shipping.

EQUIPMENT TONNAGE *Figure 1. not required.* ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
elo Certificate Available	1st Bower																
	2nd „																
	3rd „																
	Collective weight																
	Stream																
	Kedge																
	2nd Kedge.....																

This vessel has two bowers and one stream anchor, (stockless pattern) of suitable weight and in good condition.

If Patent state name of Patentee.

HAWSERS AND WARPS.

CHAIN CABLES.

HAWSERS AND WARPS.

[illegible]

Masts, Yards, &c., are in new and good condition, and sufficient in size and length.

Masts, Yards, &c., are in new white goods sufficient in size and good in quality.

Standing and Running Rigging *25* ✓ Sufficient in size and number for the vessel. ✓ Sails, and the following spare sails *bladder only, new*
Sails. *✓* *18 + 18* *✓* *in good condition.*

Sails. ☒ Suit of ☒
Boats 1 18^{FT} completely equipped, in good condition. Budder board

Boats 1 18" completely equipped, in good condition. Capstan ✓ Rudder Good Pumps Good.
Windlass, present state is Good. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 8

Windlass, present state is *Good* Capstan *✓* Reel *✓*
 Scuppers, &c.—What arrangements are there, beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? *on each*
the bulwark planking is stopped 2" above deck for full length, and 3 freeing ports
on each side. State size *✓*

Cargo Hatchways.—How formed?

Cargo Hatchways.—How formed? ☒ Steel fish hatch fitted forward, 3' 8" x 3' 4", 12 1/2' long.
If of extraordinary size, state how framed and secured? ☒ fitted with 3" thick wood cover and two tarpaulins.

What arrangement for shifting beams? ✓

Hatches, themselves, whether strong and efficient? *Strong and efficient* Main Hatchways.—State size ✓

Order for Special Survey, No. _____	1st. When the Frame is completed
DATES of Surveys	2nd. When the Beams are put in, &c.

Date _____ held while building, } 2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No. _____ as per Section 35. } 3rd. When completed and before the plank be painted or payed

Date _____
No. _____ in Builder's Yard.

No. Date
in Builder's Yard.

General Remarks. This vessel was built for the Admiralty as a wood motor minesweeper, under the supervision of the Society's Surveyors (clot to brass). She has been examined in Dry Dock and afloat, and is now converted to a Trawler. Sundry repairs have been satisfactorily effected, and the scantlings have been verified on approved plans.

The steering gear and winchlass have been tested under working conditions with satisfactory results.

Note:- This vessel has been subjected to a survey, equivalent to that set forth in the Rules for ships not built under survey. The condition of timbers is satisfactory.

Full half line survey is required. See end 27.2.47
Length of Forecastle measured in accordance with Circ. 1551: 25'-6" See letter 9.12.47
Extreme breadth over bolting: 27'-11". See letter 9.12.47

Present condition of Caulking of Bottom	Deck,	and Waterways
Good	Good	Good
	When last done	

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *cloth sheathed* When last done

I am of opinion this Vessel should be Classed *A-8 For fishing purposes.*

I am of opinion this Vessel should be Classed A-8

The Amount of the Entry Fee £ 26 : 5 : -

Fees applied for, 8/11 1947.

Conversion to Trawler Special £ 10 : 10 : -
Certificate £ : : -

Received by me, _____ 19__

Travelling Expenses, if any, £

Committee's Minute

Character assigned 8A- (Wood) "For fishing purposes" from 9.47
9.47 Sou

Write Owners in Classed 9.47 G.I.B. LMC 2.48 Phil Eng
S (0.9) 5.47

CERTIFICATE WRITTEN. Nothing cert to be endorsed next to

CERTIFICATE WRITTEN.