

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

IRON OR STEEL STEAMER.

No. 17706

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report *March 28th 1906*
Date, First Survey *Sep. 19/05*

Received at London Office

Port of *Hull*

Last Survey

March 21st 1906

Survey held at *Hull*

On the

Steam Trawler "CAESAR."

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

TONNAGE under
Tonnage Deck... 259.59
Do. of Poop 24.52
Do. of Raised Qr. 10.85
Do. of Break... .42
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Deck
Do. of excess of Hatchways
Do. above Crown of
Engine Room... 14.48
Loss Tonnage 310.46
as Crew Space 28.85
as above Crown of
Engine Room... 14.48
TONNAGE FOR FEES... 264.13
as Engine Room 155.98
as Navigation Spaces 6.52
as above Crown of
Engine Room... 14.48
Register Tonnage 119.41
as cut on Beam

Half Breadth (moulded) 11.437
Depth from upper part of Keel to top of Main Deck Bms. 12.418
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) 20.150
1st Number 44.005
Length on deck from after part of stem to fore part of stern post 144.04
2nd Number 6440
Proportions—Breadths to Length 6.4
Depths to Length—Main Deck to top of Keel 11.8
Destined Voyage *Fishing*

Built at *Hull*
When built 1906 Launched 12th February
By whom built *Charles S. & C. Sim.*
Owners *Halliday's Steam Fishing Co. Ltd.*
Managers
(Where necessary to be entered in Reg. Book.)
Residence *Hull.*
Port belonging to *Hull.*

LENGTH on Deck as Feet. Inches. BREADTH—Feet. Inches. DEPTH, ACTUAL—Feet. Inches. No. of Decks with Flat laid on
per Rule... 144 0 1/2 Moulded... 22 10 1/2 Top of Floors to top of Main Deck Beams... 11- 4 1/2 No. of Tiers of Beams *One*
Dimensions of Ship per Register, Length, 148.4 breadth, 23-0 depth, 11.25 Moulded Depth, 11 ft. 9 1/2 ins. Round of Beam, Actual 7 1/2 ins.

FRAMING.		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, E or L</i> Bars, for 1/2 length amidships		3	2 1/2	5	3	2 1/2
Do. for 1/2 at each end						
Do. in way of Double Bottoms at Solid Floors..						
Spacing of Frames from centre to centre		20 and 19		20 and 19		
REVERSED FRAME, Angles		2 1/2	2 1/2	4	2 1/2	2 1/2
DEEP FRAMING, depth of girder						
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships		12 1/2		6	12 1/2	6
Do. in way of Engines and Boilers				7		7
Do. thickness at the ends of vessel				6		6
Do. depth at 1/2 the half breadth, as per Rule						
Do. height extended at the Bilges						
FLOORS & BRACKETS, in Cell Dble Bottoms						
Do. state if flanged (top & bottom)						
Spacing						
CENTRE GIRDER, in Double Bottom, depth and thickness						
Do. Angles, Top						
Do. Bottom						
SIDE GIRDERS, number on each side & thickness state if flanged (top & bottom)						
Do. Angles						
MARGIN PLATE, depth (exclusive of flange) and thickness						
Do. Angles to Outside Plating						
Do. Floors						
Do. Height of Floors at the Bilges						
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						
Do. thickness in Engine and Boiler space						
Do. Remainder in Holds						
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		6	3	9/16	6	3
Do. Angles on Upper Edge						
Do. Spacing		40	and 38		40	and 38
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
Do. Angles on Upper Edge						
Do. Spacing						
BEAMS, Hold, Plate or Tee Bulb						
Do. Angles on Upper Edge						
Do. Spacing						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						
Do. Angles on Upper Edge						
Do. Spacing						
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb						
Do. Angles on Upper Edge						
Do. Spacing						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb		6	3	9/16	6	3
Do. Angles on Upper Edge						
Do. Spacing		40			40	
PILLARS, In 'tween Decks, Size and Spacing						
Do. Hold						
Do. Quarter, 'tween Dks.						
Do. in Hold						
WEB FRAMES, In Fore Body, No. and Spacing Brdth. & Thickness						
Do. No. of Side Stringers						
WEB FRAMES, In E. & B. Space, No. & Spacing Brdth. & Thickness						
Do. No. of Side Stringers						
WEB FRAMES, In After Body, No. and Spacing Brdth. & Thickness						
Do. No. of Side Stringers						
Size of Angles or Tee Bars to Web Frames						
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						

FORGINGS AND CASTINGS.		Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates depth and thickness		9 x 2		9 x 2		9 x 2
STEM, moulding and thickness		9 x 2		9 x 2		9 x 2
STERN-POST for Rudder do. do. for Propeller		6 1/2 x 3 1/2		6 1/2 x 3 1/2		6 1/2 x 3 1/2
MAIN PIECE of Rudder, diameter at head, do. at heel		4 1/2		4 1/2		4 1/2
RUDDER, how constructed <i>Forged iron frame, plated.</i> Can the Rudder be unshipped afloat? <i>Yes.</i>						
KEELSONS AND STRINGERS.		Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		10		8	10	8
Do. Rider Plate						
Do. Bulb Plate to Intercoastal Keelson						
Do. Horizontal Plates on Floors		3	3	6	3	6
Do. Angles						
SIDE KEELSON, Angles						
Do. Bulb or Plate above floors for lng. Intercoastal Plate for lng. Attached to outside plating with Angle..						
BILGE KEELSON, Angles <i>For S.S. L.</i>		5	3	6	5	3
Do. Bulb or Plate above floors for lng. Intercoastal Plate for lng. Attached to outside plating with Angle..						
BILGE STRINGER Angles <i>In way of R.Q.D.</i>		5	3	6	5	3
Do. Bulb Plate for lng. Intercoastal Plate for lng. Attached to outside plating with Angle						
SIDE STRINGER Angles						
Do. Bulb or Intercoastal Plate for lng. Attached to outside plating with Angle						
Main and Raised Quarter Deck Stringer Plate, breadth and thickness		34		6	34	6
Do. Angle on ditto		3 x 3		6	3 x 3	6
Do. Tie Plates, outside Hatchways		8		6	8	6
Do. Diagonal Tie Plates on Bms., No. of Pairs						
Do. Main Dk* Iron or Steel for lng. R. Q. Dk* Iron or Steel for lng. Wood Deck, Material & thickness <i>P.P. Pine</i>				5		5
Lower Deck Stringer Plate, breadth and thickness						
Do. Angles on ditto, No.						
Do. Tie Plates, outside Hatchways						
Do. Deck* Material and thickness						
Hold Stringer Plate						
Do. Angles on ditto, No.						
Poop Deck Stringer Plate, breadth & thickness						
Do. Angle on ditto						
Do. Tie Plates						
Do. Deck, Material and thickness						
Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness						
Do. Angle on ditto						
Do. Tie Plates						
Do. Deck, Material and thickness						
Forecastle Deck Stringer Plate, brdth & thcknss		26		5	26	5
Do. Angle on ditto		3 x 3		6	3 x 3	6
Do. Tie Plates		60		6	60	6
Do. Deck, Material and thickness <i>P.P. Pine</i>		3			3	
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.						
BULKHEADS.		Number.	Thickness.	Horizontal.	Vertical.	Single or Double Frames.
In Vessel.	Per Rule.	16ths in Ship.	Inches.	Size. Spacing. Inches.	Size. Spacing. Inches.	Height up.
W.T. BULKHEADS	4	4	4	3 x 2 1/2	5 1/4	48
PARTITION						20
LONGITUDINAL						
Are the outside Plates doubled two spaces of Frames in length? <i>Yes.</i>						
Are the Sluice Valves and Watertight Doors in efficient working order? <i>Yes.</i>						

PLATING.										RIVETING.																																																																																																																																																																								
AS IN SHIP.					PER RULE OR AS APPROVED.					SINGLE EDGES.					BUTTS.																																																																																																																																																																			
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FLAT PLATE KEEL <i>See Keel</i> GABBOARD OF A STRAKE <i>36</i> <i>State actual thickness in way of Double Bottom.</i> B <i>6</i> C <i>7</i> D <i>7</i> E <i>8</i> F <i>8</i> G <i>36</i> H J K L M N O P DOUBLING OF Flat Plate Keel <i>Length of Bilges</i> <i>Length of Sheerstrakes</i> <i>Length of Strake below</i> POOP SIDES RAISED QUARTER DECK SIDES <i>5</i> BRIDGE SIDES FORECASTLE SIDES <i>5</i> LENGTHS OF PLATING <i>Seven frame spaces.</i>										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>Consist. of iron plates, South Durham S. & Co.</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>centre to deck from after end of engine room</i> to state if ordinary or joggled <i>Ordinary</i> <i>Forecastle bulkhead, elsewhere to bulkhead and deck alternately.</i> MASTS, SPARS, &c. LOWER MASTS <i>Fore P. Pine 52-0 14</i> <i>Main Mizen Steel 34-0 12 1/2</i> Bowsprit Topmasts <i>Remainder of spars Pitch pine</i> Rigging, Material and Size, Shrouds <i>Sails of wire</i> Sails <i>On</i> Equipment No. <i>6440</i> Letter <i>Atam Trawler</i> ANCHORS. Tonnage U.D.K. or Plating No. for Trawlers <i>6440.</i> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="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 rowspan="2">Description of Anchor.</th> <th rowspan="2">Makers.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Tons.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>25525</td> <td>1st Bower</td> <td>7</td> <td>3</td> <td>20</td> <td>10</td> <td>0</td> <td>1</td> <td>7</td> <td>7</td> <td>3</td> <td>7</td> <td>Taylor (Iron)</td> </tr> <tr> <td>25523</td> <td>2nd "</td> <td>7</td> <td>1</td> <td>22</td> <td>9</td> <td>13</td> <td>3</td> <td>0</td> <td>7</td> <td>0</td> <td>21</td> <td>"</td> </tr> <tr> <td>25530</td> <td>3rd "</td> <td>4</td> <td>0</td> <td>21</td> <td>6</td> <td>10</td> <td>0</td> <td>0</td> <td>4</td> <td>0</td> <td>7</td> <td>"</td> </tr> <tr> <td colspan="13">Collective weight</td> </tr> <tr> <td colspan="13">Stream</td> </tr> <tr> <td colspan="13">Kedge</td> </tr> </tbody> </table> CHAIN CABLES. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th colspan="2">Length and size supplied.</th> <th colspan="2">Test per Certificate.</th> <th colspan="2">WEIGHT OF CHAIN CABLE</th> <th colspan="2">Length and Size per Table 22</th> <th rowspan="2">Description.</th> <th rowspan="2">Makers of Cables.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Length.</th> <th>Diam.</th> <th>Start.</th> <th>Break.</th> <th>Supplied.</th> <th>Per Table 22.</th> <th>Length.</th> <th>Diam.</th> </tr> </thead> <tbody> <tr> <td>79</td> <td>120</td> <td>1 1/2</td> <td>22 1/2</td> <td>34 1/2</td> <td>49.0</td> <td>23.7</td> <td>120</td> <td>1 1/2</td> <td>Atam</td> <td>Atam Trawler</td> </tr> </tbody> </table> HAWESERS AND WARPS. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th colspan="2">Length and size supplied.</th> <th colspan="2">Breaking Test of Steel Wire</th> <th colspan="2">Length and Size per Table 22</th> </tr> <tr> <th>Length.</th> <th>Cir.</th> <th>Tons.</th> <th>Fathoms.</th> <th>Length.</th> <th>Cir.</th> </tr> </thead> <tbody> <tr> <td>79</td> <td>60</td> <td>6</td> <td>60</td> <td>6</td> <td>60</td> <td>6</td> </tr> <tr> <td></td> <td>60</td> <td>5</td> <td>60</td> <td>5</td> <td>60</td> <td>5</td> </tr> </tbody> </table> Boats <i>On</i> Pumps , Number <i>Four</i> . Diameter of Barrel <i>6 1/4</i> State whether they are in efficient working order <i>Yes</i> . Windlass is <i>by, Lummell & Jones</i> . Engine Room Skylights .—How constructed? <i>Plates and angles.</i> Coal Bunker Openings .—How constructed? <i>Plates and angles.</i> How are lids secured? <i>Butt down and secured.</i> Height above deck? <i>12" and flush.</i> Number of Scuppers , and number and dimensions of Freeing Ports , &c. <i>On each side, 10 Scuppers, 6 Freeing Ports 18" x 9".</i> Ceiling in Holds , thickness and material <i>2" + 1 1/2" Pine</i> . Cargo Hatchways .—How formed? <i>Plates & angles</i> . State size No. 1 Hatch (Forward) <i>5-6 + 4-0</i> . No. 2 Hatch <i>9-6 + 4-0</i> . No. 3 Hatch <i>9-6 + 4-0</i> . No. 4 Hatch Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. of Breasthooks <i>Four</i> . No. of Crutches <i>One</i> . Bulwarks , height above deck and description <i>3-0 x 7/16</i> . The above is a correct description. Builder's Signature <i>J. P. S. Phelps</i> Surveyor's Signature <i>Allison B. Wilson</i> Secretary to Lloyd's Register of British and Foreign Shipping.										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.	Cwts.	qrs.	lbs.	25525	1st Bower	7	3	20	10	0	1	7	7	3	7	Taylor (Iron)	25523	2nd "	7	1	22	9	13	3	0	7	0	21	"	25530	3rd "	4	0	21	6	10	0	0	4	0	7	"	Collective weight													Stream													Kedge													Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and Size per Table 22		Description.	Makers of Cables.	Where and when tested and Superintendent.	Length.	Diam.	Start.	Break.	Supplied.	Per Table 22.	Length.	Diam.	79	120	1 1/2	22 1/2	34 1/2	49.0	23.7	120	1 1/2	Atam	Atam Trawler	Number of Certificate.	Length and size supplied.		Breaking Test of Steel Wire		Length and Size per Table 22		Length.	Cir.	Tons.	Fathoms.	Length.	Cir.	79	60	6	60	6	60	6		60	5	60	5	60	5
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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. 3. 05 *27. 10. 05*

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 facing 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 letters of the above dates, and in general conformity to the Rules for the class contemplated.
The holds have been insulated with three thicknesses of cork slabs, (each 5/8 thick) oiled paper, and two thicknesses of ceiling 1 1/2 and 2" pine
Accompanying this Report, Plan of midship section and Report on ships joining.
This is a sister vessel to the "King Lear", "Hamlet", etc., Hull Reports No. 17646 and 17567 etc.
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 *64.0* ft., Bridge Dk. *✓* ft., F'castle *23.5* 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. *✓*; 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.
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 *✓* State whether the above have been tested as required by the Rules *✓*
 * The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. *1533*
 Date *31/10/05*
 No. *506* in builder's yard
 Dates of Surveys held while building *1905: Sep 19, 27, Oct 4, 11, 18, Nov 4, 15, 23, 28, Dec 5, 12, 14, 20, 28, 1906: Jan 4, 10, 12, 23, 24, 26, 29, Feb 6, 7, 9, 15, 17, 20, 23, Mar 1, 3, 7, 15, 21.*
 Total No. of Visits *34*

The amount of Entry Fee £ *2* : : : Fees applied for, *28/3/1906*
 Special £ *13* : 7 : : Received by me, *28/3/1906*
 Travelling Expenses, if any £ : : :
 State whether the Vessel has been built under Special Survey *Yes*
 I am of opinion this Vessel should be Classed **100 A1, Atam Trawler*
 With, or without Freeboard, as condition of Class *Without*

Committee's Minute *FRI. 30-MAR-1906*
Character assigned *100 A1*
Atm Trawler
Lloyds 4860 *LN* *+ L.M.B. 306*

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