

Date of writing Report 29/10 1906 When handed in at Local Office 4. 11. 1906 Port of Aberdeen
 No. in Survey held at Aberdeen Date, First Survey 24. 6. 06 Last Survey 22. 10. 1906
 Reg. Book 633 on the ~~Wood, Iron or Steel~~ S.S. Chanticleer (No. of Visits 19) Master John Sheldon
 YEAR. MONTH.

TONNAGE:— Built at Skull By whom Cook, Welton & Gemmell When 1894 6
GROSS 143.42 Owners Chant & Paddon Port belonging to Plymouth
UNDER DECK 162.41 Owners' Address _____
NET 64.98 (if not already recorded in Appendix to Register Book.) King's Road Exeter

Surveyed Afloat or in Dry Dock? *yes.* Name of Dock *U Hall & Co. Slipway.* Destined Voyage *Fishing*

WB=CellDBorDBa ✓ *feet*; *u&B* ✓ *feet*; *f* ✓ *feet*;
total capacity ✓ *tons*; *FPT* ✓ *tons*; *APT* ✓ *tons*; *MT* ✓ *feet* ✓ *tons*.)

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 5 | 3 | *Port*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

Particulars of Classification (*which must be inserted precisely as in Register Book & Supplements*).

<p>CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.</p>		<p>Year Assigned now expired.</p>	<p>Machinery and Boiler Surveys (including date of N.B., if any).</p>
<p>✠ 100A.1</p> <p>Steam Sawlex 8.03.</p>		<p>✠ L.M.C. 8.02.</p> <p>B.S. 7.05.</p>	
<p>S.S. Hull No 2-02.</p>			
<p>Society's Freeboard (if assigned) }</p> <p>painted on Ship and now verified }</p>			<p>.....ft.....ins.</p>

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? ☒ also whether any damage report was made, and, if so, by whom? ☒

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Lengthening (approved plans forwarded herewith)*
Secretary's letter m. 21.2.06.) and S. S. N^o 3.

Now done on account of alterations. Vessel placed on slipway, cut apart in way of Cross Bunker & fore part of vessel moved forward 11 feet 8 ins. i.e. seven frame spaces, seven new frames, & 5 deck beams built in, keel cut & scarphed, and centre keelson, bilge & side stringers completed, with butts of angles properly shifted & strapped, new portion plated & stringer plate with gunwale & gutter bars fitted, the scantlings of the new part (steel for iron) being equal to those originally used in the construction of the vessel. Bulkhead at aft end of fishroom moved 4 spaces further aft & refitted with deep floor, & new wing plates; beams partially plated over, in way of ^{P.T.O} cross.

SUMMARY OF DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed	...	✓	✓	✓	✓	✓	✓	✓	✓
Removed and Fair'd or Repaired	...								
Fair'd or Repaired in place	...								
PRESENT CONDITION OF THE									
Decks	Good	Stringers	Good	Dblg. Plates under Sounding Pipes		Good	Copper, or Y.M. of Wood Vessels		
Caulking of Decks	—	Inner Bottom Plating	✓	Engine Room Skylights		—	(State if on felt.)		
Waterways	—	State if Tanks have been examined inside	✓	Coal Bunkers, Open'gs, Lids, &c.		—	When put on, Month		
Coamings	—	State if Tanks now tested	✓	Souppes		—	Year		
Beams & Fastenings	—	Bulkheads	Good	Cargo Hatchways		—	Boats		
Outside Plating	—	Ceiling	—	Hatches		—	Masts, Yards, &c.		
Caulking of ditto	—	Cement or Asphalt	—	Planking of Wood Vessels		—	Condition, how ascertained		
Rivets	—	(State which.)	—	Caulking ditto		—	(State if wedges removed)		
Breasthooks & Crutches	—	Rudder	—	Treennails ditto		—	Sails		
Transoms	—	Windlass	—	Breasthooks & Stemson ditto		—	Equipment letter		
Reverse Frames	—	Have Pumps now been examined and found efficient?	yes	Transoms, Pointers, & Crutches ditto		—	Anchors, No. of		
Floors	—	Have Sluice Valves now been examined and found efficient?	none	Timbers of Frame at openings ditto		—	Cables (State if now ranged)		
Keelsons	—	Have Watertight Doors now been examined and found efficient?	none	Ditto ditto at other places ditto		—	" length		
				Stringers, Clamps & Shells ditto		—	" Rule length		
				Selling ditto		—	" (on board)		
				(State if examined.)		—	" Rule length		
						—	(per Table 22)		
						—	Hawser & Warps		
						—	Standing & Running Rigging		

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—".....to remain as now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of *ss No. 1-98 and ptND98, &c.*"

This vessel is now in good & efficient condition, and in my opinion eligible to remain as classed, (subject to the equipment being completed) with record of survey 10.06, and the notation S.S. Abn N^o 3. 10.06 on the completion of the survey. Particulars of dimensions & tonnage to be amended, & entry made p: 10.06 & 10.06.

Office Fee (if chargeable) per <i>Scale IX, Sec 27</i> £	:	:	Fees applied for,
Survey Fee (per <i>Section 28</i>) <i>Charged to owner</i> £	3	10	29.10 1940
<i>Callings</i> - - - - - <i>repairs</i>	2	2	
Special Damage or Repair Fee (if any) £	5	12	Received by me,
(per <i>Sec. 25.</i>)			
Travelling Expenses (if chargeable) <i>Less 10%</i> £		11	3.11 1940
	5	1	118-12 1940
Second Surveyor's Fee (if any) £	:	:	

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. NOV 13 1906

Character Assigned See minutes
on Pq W-5737

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S.S. 'Chanticleer'

cross bunker, and wide deck plate fitted at mid line, extending from storeroom bulkhead to centre of fishroom, & connected to existing deck plate at fore end; new partner plate fitted, carrying steel tabernacle for keel of foremast, beam immediately under same, stiffened with a bulb plate $9' \times \frac{3}{4}"$ & large bracket knees $19' \times \frac{3}{4}"$ - $3'$ pillar fitted under keel of foremast & $2\frac{1}{2}'$ pillars as per Rule in cross bunker. Seven new bulwark plates in all, fitted, with new main rail, all fore & aft of bulb angle $6' \times 3' \times \frac{1}{16}"$ with $2\frac{1}{2}'$ hollow cope, bulb plate stays $6' \times \frac{3}{4}"$ spaced 5 feet; bilge keels & mouldings on sheerstrake made good. Boiler casing & wheelhouse cut adrift & put ashore, deck & carlins removed, and boiler lifted out for repairs, but subsequently renewed. New boiler fitted, fired from forward, and wheelhouse in consequence moved forward, and raised on new coaming 3 ft high; boiler casing renewed & extended 16 feet, with deep coaming taking beam ends, steel deck fitted full length of casing, connected thereto by $3' \times 3' \times \frac{3}{4}"$ angle; new strong beam fitted between engines & boiler, composed of double angles $5\frac{1}{2}' \times 3' \times \frac{1}{16}"$ hatch fitted in casing top, over boiler, complete with grating & cover; water way plank made good in way of new part, and wood deck renewed from engine casing to forecastle companion, with proper shift of butts at ends; new hatch way fitted to ice room, and an additional hatch to fishroom; bunker hatch at mid line closed up & an additional coaling scuttle fitted on each side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS. on board.

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.	Cwts.	qrs.	lbs.			
	1st Bower														Ordinary.		
	2nd "	4	2	2								4	1	0			
	3rd "	2	2	0								2	2	0			
	Collective Weight.																
	Stream																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES. on board

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Table 22.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Table 22.		Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	75	1 5/16							90	1 5/16	Stud		
Iron Steam Chain or Steel Wire.													

Foremast cut & stepped in tabernacle on deck in new position, chain plates moved to suit, rigging refitted, & dead eyes & shackle pins renewed as required; new fore stay & topmast stay fitted. Cement in bottom made good & gutter cemented all fore & aft.

Done on account of S.S. No. 3. Outside of hull & bulwarks, thoroughly chipped, scraped & seaumined, and afterwards recoated; (on account of its good condition it was not considered necessary to drill the shell plating at this time) rudder ex? & head found cut in, in way of deck stepping box. Leaks & bunkers cleared, machinery space

Iron screw steam trawler "Chanticleer"

^{space,} and under Cabin sole, cleaned out; lining entirely removed in after cabin & berths, and fishroom & fo'castle gutted out, and examination made of frames, reverse frames, stringers, hooks, floor plates, keelsons, engine & boiler beams, ends of beams, bulkheads, rivets, cement, and inside surface of plating; all oxidation chipped or beaten off the various parts mentioned, and surfaces recoated.

Examination also made of deck, (deck drilled) hatchways, hatches, bulwarks, E & B Casings, windlass, steering gear, hand pumps, masts, spars, rigging & general equipment.

The following repairs, due to wear & tear now carried out viz:

Rudder unshipped & taken to forge, plates cut off, & frame cut in upper part, & new stock 4" dia welded on, side plates riveted, rudder reshipped, & new tiller, deck stuffing box & cast iron packing, lined with lignum vitae, supplied & fitted; steering winch overhauled, and chains, rods, sheaves, & pins, entirely renewed. Linings of after cabin & berths, in greater part renewed, & fishroom & fo'castle entirely refitted; floor of fishroom renewed, & that of fo'castle doubled. Deck caulked & painted all fore & aft.

Side plates fitted on double reverse frames, for full length of boiler room, & bunker side & end casings, with vertical stiffeners & cross stays to same renewed, also on acct of altered position of new boiler (fixed from forward) new boiler stools fitted, also bearers & plates of stokehold floor.

New boat placed on board & fitted & secured in new chocks.

New trawl winch supplied & fitted, with forward & after gallows, & leads for trawl warp. All deck fittings entirely renewed.

New Registered dimensions Len. 114.45 Breadth 20.9 Depth 10.4
do Tonnages. Gross 173.42 Net 162.41 Net 64.98

To complete the equipment (as per approved sketch of mid. section) the following require to be placed on board viz - 1 anchor $4\frac{3}{4}$ cwt (or 6 cwt) and 15 fathoms $\frac{15}{16}$ Stud link cable.

The above have been ordered, and will be shipped at Plymouth to which port the vessel has now proceeded. Surveyor advised letter dated 29.10.06.

Ridley Howell



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