

2 Dks., R.Q.Dk., ~~IRON OR~~ STEEL STEAMER.

Sms No. 40

Pt. Awng Dk.

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

Received at London Office

Date of completion of Report May 10th 1899

Port of Grimsby

Date, First Survey August 2nd 1898Last Survey May 3rd 1899

1899

Survey held at

Grimsby

the

AGE under

Image Deck

Poop

Raised (or) aft

or Break

Bridge House

Rounded

Houses on Deck

excess of Hatchways

above Crown of

Tonnage

Crew Space

above Crown of

Tonnage

AGE FOR FEES

Engine Room

Navigation Spaces

Main Staircase

on Beam

ONE OR TWO DECKED VESSEL.

CLASS 100 A

FEET.

Half Breadth (moulded)

Depth from upper part of Keel to top of Main Deck Bms.

Girth of Half Midship Frame (as per Rule)

1st Number

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

2nd Number

Proportions—Breadths to Length

Depths to Length—Main Deck to top of Keel

Destined Voyage Fishing

If Surveyed while Building, Afloat, or in Dry Dock

Master H. Forester

Year of appointment

(1) As master in service of owner of present vessel—18 99
(2) As master of this vessel—18 99

Built at Grimsby

When built 1899 Launched 14th Jan.

By whom built Schofield, Hagerup & Doughty

Owners Monarch Steam Fishing Co. (Lim)

Managers

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

Residence Royal Dock Chambers, Grimsby

Port belonging to Grimsby

| TH on Deck as | Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH, ACTUAL— | Feet. | Inches. | No. of Decks with Flat laid |
|--|-------|---------|----------|-------|---------|---|-------|---------|-----------------------------|
| Rule | 103 | 9 | Moulded | 20 | 10 1/2 | Top of Floors to top of Main Deck Beams | 10 | 9 | One |
| Dimensions of Ship per Register, Length, | 103 | 9 | breadth, | 21 | 1 | depth, | 10 | 7 | Round of Beam, Actual |
| | | | | | | | | | 6 ins. |

| FRAMING. | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as Approved. | 20ths per Rule Or as Approved. | FORGINGS AND CASTINGS. | Inches in Ship. | Inches per Rule Or as Approved. | 20ths per Rule Or as Approved. |
|--|-----------------|-----------------|----------------|---------------------------------|--------------------------------|--|-------------------|---------------------------------|--------------------------------|
| ME, Angles, 7, E or L Bars, for 1/2 length amidships | 3 | 2 1/2 | 6 | 3 | 2 1/2 | KEEL, Bar or Side Plates depth and thickness | 7 1/2 x 1 1/8 | 7 1/2 x 1 1/8 | |
| for 1/2 at each end | 3 | 2 1/2 | 6 | 3 | 2 1/2 | STEM, moulding and thickness | 7 1/2 x 1 1/8 | 7 1/2 x 1 1/8 | |
| in way of Double Bottoms at Solid Floors | | | | | | STERN-POST for Rudder do. do. | 6 x 2 1/2 | 6 x 2 1/2 | |
| " at intermdt. Bkts. | | | | | | " for Propeller | 6 x 2 1/2 | 6 x 2 1/2 | |
| ance of Frames from moulding edge to | | 21 | | 21 | | MAIN PIECE of Rudder, diameter at head | 3 3/4 | 3 3/4 | |
| ilding edge, all fore and aft | 2 1/2 | 2 1/2 | 5 | 2 1/2 | 5 | do at heel | 2 1/2 x 2 1/4 | 2 1/2 x 2 1/4 | |
| ERSED FRAME, Angles | | | | | | RUDDER, how constructed | Forged and plated | | |
| P FRAMING, depth of girder | | | | | | Can the Rudder be unshipped afloat? | Yes | | |
| RS, depth and thickness of Floor Plate | 16 | 5 | 16 | 5 | | KEELSONS AND STRINGERS. | | | |
| at mid-line for 1/2 length amidships | | | | | | CENTRE LINE KEELSON, Vertical Plate above | 8 | 9 | 8 |
| in way of Engines and Boilers | | 7 | | 7 | | floors, Through Plate, or Intercoastal Plate | | | |
| thickness at the ends of vessel | | 5 | | 5 | | " Rider Plate | | | |
| depth at 1/2 the half breadth, as per Rule | | | | | | " Bulb Plate to Intercoastal Keelson | | | |
| height extended at the Bilges | | | | | | " Horizontal Plates on Floors | 4 | 3 | 8 |
| ORS & BRACKETS, in Cell Dble Bottoms | | | | | | " Angles | 4 | 3 | 8 |
| " Distance apart | | | | | | SIDE KEELSON, Angles | | | |
| RE GIRDER, in Double Bottom, depth | | | | | | " Bulb or Plate above floors for | | | |
| and thickness | | | | | | " Intercoastal Plate for | | | |
| " Angles, Top | | | | | | " Attached to outside plating with Angle | | | |
| " Bottom | | | | | | BILGE KEELSON, Angles | 5 | 4 | 9 |
| GIRDERS, number on each side & thickness | | | | | | " Bulb or Plate above floors for | | | |
| Angles | | | | | | " Intercoastal Plate for | | | |
| GIN PLATE, depth (exclusive of flange) | | | | | | " Attached to outside plating with Angle | | | |
| and thickness | | | | | | BILGE STRINGER Angles | | | |
| Angles to Outside Plating | | | | | | " Bulb Plate for | | | |
| R BOTTOM PLATING, breadth and | | | | | | " Intercoastal Plate for | | | |
| thickness of Middle Line Strake | | | | | | " Attached to outside plating with Angle | | | |
| " thickness in Engine and Boiler space | | | | | | SIDE STRINGER Angles | 5 | 4 | 9 |
| " Remainder in Holds | | | | | | " Bulb or Intercoastal Plate for | | | |
| IS, Main and Raised Quarter Decks | 6 | 3 | 7 | 6 | 3 | " Attached to outside plating with Angle | | | |
| Single Angle, Bulb Angle, Plate or Tee Bulb | | | | | | Main and Raised Quarter Deck Stringer | 23 | 7 | 23 |
| Angles on Upper Edge | | | | | | Plate, breadth and thickness | | | |
| Average space | 42 | | 42 | | | " Angle on ditto | 3 x 3 | 6 | 3 x 3 |
| IS, Lower Deck, Single Angle, Bulb | | | | | | " Tie Plates fore & aft, outside Hatchways | 7 | 7 | 7 |
| Angle, Plate or Tee Bulb | | | | | | " Diagonal Tie Plates on Bms., No. of Pairs | | | |
| Angles on Upper Edge | | | | | | " Main Dk* Iron or Steel for | | | |
| Average space | | | | | | " R. Q. Dk* Iron or Steel for | | | |
| IS, Hold, Plate or Tee Bulb | | | | | | " Wood Deck, Material & thickness | 3 p. pine | 3 | |
| Angles on Upper Edge | | | | | | ower Deck Stringer Plate, breadth and | | | |
| Average space | | | | | | thickness | | | |
| IS, Poop Deck, Angle, Bulb Angle, Plate | | | | | | " Angles on ditto, No. | | | |
| or Tee Bulb | | | | | | " Tie Plates, outside Hatchways | | | |
| Angles on Upper Edge | | | | | | " Deck Material and thickness | | | |
| Average space | | | | | | Hold Stringer Plate | | | |
| IS, Bridge or Pt. Awng. Deck, Angle, | | | | | | " Angles on ditto, No. | | | |
| Bulb Angle Plate, or Tee Bulb | | | | | | Poop Deck Stringer Plate, breadth & thickness | | | |
| Angles on Upper Edge | | | | | | " Angle on ditto | | | |
| Average Space | | | | | | " Tie Plates | | | |
| IS, Forecastle Deck, Angle, Bulb Angle, | | | | | | " Deck, Material and thickness | | | |
| Plate or Tee Bulb | | | | | | Bridge Deck Stringer Plate, brdth & thickness | | | |
| Angles on Upper Edge | | | | | | " Angle on ditto | | | |
| Average space | | | | | | " Tie Plates | | | |
| ARS, In 'tween Decks, Size and Spacing | | | | | | " Deck, Material and thickness | | | |
| " Hold | | | | | | Forecastle Deck Stringer Plate, brdth & thcknss | | | |
| Quarter, 'tween Dks., | | | | | | " Angle on ditto | | | |
| " in Hold | | | | | | " Tie Plates | | | |
| FRAMES, In Fore Body, No. and Spacing | | | | | | " Deck, Material and thickness | | | |
| " Brdth. & Thickness | | | | | | * If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon. | | | |
| No. of Side Stringers | | | | | | BULKHEADS. | | | |
| FRAMES, In E. & B. Space, No. & Spacing | | | | | | In Vessel | | | |
| " Brdth. & Thickness | | | | | | Number | | | |
| FRAMES, In After Body, No. and Spacing | | | | | | Per Rule | | | |
| " Brdth. & Thickness | | | | | | Thickness | | | |
| No. of Side Stringers | | | | | | Horizontal | | | |
| Size of Angles or Tee Bars to Web Frames | | | | | | Size | | | |
| NET PLATES to Stringers between | | | | | | Spacing | | | |
| Frames, Depth and Thickness | | | | | | Vertical | | | |
| | | | | | | Size | | | |
| | | | | | | Spacing | | | |
| | | | | | | Single or Double | | | |
| | | | | | | Frames | | | |
| | | | | | | Height up | | | |

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| STRAKES. | AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | Lower EDGES. | | BUTTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | AMIDSHIP. | | FORWARD. | | AFT. | | Single or Double. | Breadth of Lap. | RIVETS. | | Double or Treble and for what length. | RIVETS. | | STRAPS. | | IF LAPPED. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Breadth. | Thickness. | Thickness. | Thickness. | Breadth. | Thickness. | | | Diam. | Spacing or to cr. | | Diam. | Spacing or to cr. | Breadth. | Thickness. | Breadth. | For what length. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FLAT PLATE KEEL | 40 | 8 | 8 | 8 | 30 | 7 | Double | 1 | 5 | Double | 5/16 | 2 5/8 | 9 1/2 | 9 | 1 | Whole | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bar Keel, state riveting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GARBOARD OF A STRAKE | 39 | 7 | 6 | 6 | 39 | 6 | " | 4 1/2 | 3/4 | 3 | " | 5/16 | 2 1/4 | 1 | 1 | Whole | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State actual thickness in way of Double Bottom. | 37 | 7 | 6 | 6 | 37 | 6 | " | 4 1/2 | 3/4 | 2 5/8 | " | 5/16 | 2 1/4 | 1 | 1 | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | 39 | 7 | 6 | 6 | 39 | 6 | " | 4 1/2 | 3/4 | 3 | " | 5/16 | 2 1/4 | 1 | 1 | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | 39 | 7 | 6 | 6 | 39 | 6 | " | 4 1/2 | 3/4 | 3 | " | 5/16 | 2 1/4 | 1 | 1 | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | 39 | 7 | 6 | 6 | 39 | 6 | " | 4 1/2 | 3/4 | 3 | " | 5/16 | 2 1/4 | 1 | 1 | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | 39 | 7 | 6 | 6 | 39 | 6 | " | 4 1/2 | 3/4 | 3 | " | 5/16 | 2 1/4 | 1 | 1 | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F | 39 | 7 | 6 | 6 | 39 | 6 | " | 4 1/2 | 3/4 | 3 | " | 5/16 | 2 1/4 | 1 | 1 | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| G | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DOUBLING of Flat Plate Keel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Bilges | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| of Sheerstrakes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| of Strake below | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POOP SIDES | | | | | 5 | 5 | Single | 2 1/4 | 5/8 | 2 5/8 | Double | 5/8 | 2 1/4 | 8 | 5 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RAISED QUARTER DECK SIDES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRIDGE SIDES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FORECASTLE SIDES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LENGTHS OF PLATING | Six frame spaces | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Manufacturer's name or trade mark of the Iron Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. ? <u>Hardingham Iron & Steel Co.; and West Hartlepool</u> | | | | | | | | | | Main Stringer Plate { Butts, treble riveted for <u>whole</u> length amidship Straps, single, double or overlapped for <u>whole</u> length amidship Butts of Side Stringers and Tie Plates, treble double riveted? Inner Bottom Plating, riveting of Edges <u>✓</u> Butts <u>✓</u> Centre Girder Butts, <u>✓</u> riveted. Keelson Butts, <u>treble</u> riveted. Frames, riveted through Plates with <u>3/4" x 5/8"</u> in. Rivets, about <u>4 1/2" x 5 1/4"</u> apart. Rivets, state whether of Iron or Steel <u>Iron</u> . | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Has the Steel been tested as required by the Rules <u>Yes</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FRAMES extend in one length from <u>keel</u> to <u>deck</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REVERSED FRAMES on floors and frames extend from <u>middle line to upper turn of bilge and deck alternately</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>Double from bilge to bilge in 6. & 13. space.</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MASTS, SPARS, &c. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Material.</th> <th rowspan="2">Total length.</th> <th colspan="4">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round.</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>At Partners.</th> <th>Heel.</th> <th>Hounds.</th> <th>Head.</th> <th>Number.</th> <th>Size.</th> <th>Seams.</th> <th>Butts.</th> </tr> </thead> <tbody> <tr> <td>Fore</td> <td>WP</td> <td>40</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Main</td> <td>Steel</td> <td>36'</td> <td>11" x 5/16"</td> <td></td> <td>8" x 5/16"</td> <td>2</td> <td></td> <td></td> <td>Single</td> <td>Double</td> </tr> <tr> <td>Mizen, jigger.</td> <td>Steel</td> <td>36'</td> <td>11" x 5/16"</td> <td></td> <td>8" x 5/16"</td> <td>2</td> <td></td> <td></td> <td>Single</td> <td>Double</td> </tr> </tbody> </table> | | | | | | | | | | Material. | Total length. | DIAMETER AND THICKNESS. | | | | No. of Plates in round. | ANGLES. | | RIVETING. | | At Partners. | Heel. | Hounds. | Head. | Number. | Size. | Seams. | Butts. | Fore | WP | 40 | | | | | | | | | Main | Steel | 36' | 11" x 5/16" | | 8" x 5/16" | 2 | | | Single | Double | Mizen, jigger. | Steel | 36' | 11" x 5/16" | | 8" x 5/16" | 2 | | | Single | Double | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Material. | Total length. | DIAMETER AND THICKNESS. | | | | No. of Plates in round. | ANGLES. | | RIVETING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | At Partners. | Heel. | Hounds. | Head. | | Number. | Size. | Seams. | Butts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fore | WP | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Main | Steel | 36' | 11" x 5/16" | | 8" x 5/16" | 2 | | | Single | Double | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mizen, jigger. | Steel | 36' | 11" x 5/16" | | 8" x 5/16" | 2 | | | Single | Double | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bowsprit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Topmasts, Yards and Remainder of Spars <u>WP</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rigging, Material and Size, Shrouds <u>Steel wire 3"</u> | | | | | | | | | | Stays <u>Steel wire 5"</u> Topmast <u>1 1/2"</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sails. <u>one</u> Suit of <u>fore & aft</u> | | | | | | | | | | Sails and the following spare sails <u>✓</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EQUIPMENT No. <u>✓</u> LETTER <u>✓</u> TONNAGE FOR TRAWLERS <u>154</u> U.Dk. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ANCHORS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <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="3">WEIGHT, EX STOCK</th> <th colspan="3">WEIGHT OF STOCK</th> <th colspan="4">TEST, PER CERTIFICATE</th> <th colspan="3">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> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>41596</td> <td>1st Bower</td> <td>4</td> <td>1</td> <td>27</td> <td>1</td> <td>0</td> <td>14</td> <td>6</td> <td>17</td> <td>2</td> <td>0</td> <td>4</td> <td>2</td> <td>0</td> <td>Rodgers</td> <td>Mountford & Co</td> <td>Putherton - 30.1.99 - J. H. Green</td> </tr> <tr> <td>41603</td> <td>2nd "</td> <td>4</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>6</td> <td>7</td> <td>2</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>do</td> <td>do</td> <td>do 31.1.99 - do</td> </tr> <tr> <td>41598</td> <td>3rd "</td> <td>2</td> <td>2</td> <td>5</td> <td>2</td> <td>16</td> <td>5</td> <td>2</td> <td>2</td> <td>0</td> <td>2</td> <td>2</td> <td>0</td> <td>do</td> <td>do</td> <td>do do do</td> </tr> <tr> <td></td> <td>Collective weight</td> <td>11</td> <td>0</td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>11</td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Stream</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>Kedge</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | 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. | 41596 | 1st Bower | 4 | 1 | 27 | 1 | 0 | 14 | 6 | 17 | 2 | 0 | 4 | 2 | 0 | Rodgers | Mountford & Co | Putherton - 30.1.99 - J. H. Green | 41603 | 2nd " | 4 | 0 | 0 | 1 | 0 | 0 | 6 | 7 | 2 | 0 | 4 | 0 | 0 | do | do | do 31.1.99 - do | 41598 | 3rd " | 2 | 2 | 5 | 2 | 16 | 5 | 2 | 2 | 0 | 2 | 2 | 0 | do | do | do do do | | Collective weight | 11 | 0 | 4 | | | | | | | | 11 | 0 | 0 | | | | | Stream | | | | | | | | | | | | | | | | | | Kedge | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41596 | 1st Bower | 4 | 1 | 27 | 1 | 0 | 14 | 6 | 17 | 2 | 0 | 4 | 2 | 0 | Rodgers | Mountford & Co | Putherton - 30.1.99 - J. H. Green | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41603 | 2nd " | 4 | 0 | 0 | 1 | 0 | 0 | 6 | 7 | 2 | 0 | 4 | 0 | 0 | do | do | do 31.1.99 - do | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41598 | 3rd " | 2 | 2 | 5 | 2 | 16 | 5 | 2 | 2 | 0 | 2 | 2 | 0 | do | do | do do do | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Collective weight | 11 | 0 | 4 | | | | | | | | 11 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Stream | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Kedge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAIN CABLES. | | | | | | | | | | HAWSERS AND WARPS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Fathoms.</th> <th rowspan="2">Size.</th> <th rowspan="2">Test per Certificate Tons.</th> <th colspan="2">WEIGHT OF CHAIN CABLE.</th> <th rowspan="2">Fathoms and Size Per Table 22.</th> <th rowspan="2">Description.</th> <th rowspan="2">Makers of Cables.</th> <th rowspan="2">When and where tested, and Superintendent.</th> <th rowspan="2">Material.</th> <th rowspan="2">Fathoms.</th> <th rowspan="2">Size.</th> <th rowspan="2">Breaking Test of Steel Wire Towline.</th> <th rowspan="2">Fathoms and Size Per Table 22.</th> </tr> <tr> <th>Supplied.</th> <th>Per Table 22.</th> </tr> </thead> <tbody> <tr> <td>29305</td> <td>75</td> <td>5/16"</td> <td>2 1/2</td> <td>36</td> <td>2.18</td> <td>36</td> <td>1.11</td> <td>75 fms 5/16"</td> <td>Short line Mountford & Co Putherton - 2.3.99 - J. H. Green</td> <td>TOWLINE</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>HAWSER Manila</td> <td>60</td> <td>5 1/2</td> <td></td> <td>60 fms 5 1/2</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>WARP</td> <td>60</td> <td>4</td> <td></td> <td>60 - 3 1/2</td> </tr> </tbody> </table> | | | | | | | | | | Number of Certificate. | Fathoms. | Size. | Test per Certificate Tons. | WEIGHT OF CHAIN CABLE. | | Fathoms and Size Per Table 22. | Description. | Makers of Cables. | When and where tested, and Superintendent. | Material. | Fathoms. | Size. | Breaking Test of Steel Wire Towline. | Fathoms and Size Per Table 22. | Supplied. | Per Table 22. | 29305 | 75 | 5/16" | 2 1/2 | 36 | 2.18 | 36 | 1.11 | 75 fms 5/16" | Short line Mountford & Co Putherton - 2.3.99 - J. H. Green | TOWLINE | | | | | | | | | | | | | | | HAWSER Manila | 60 | 5 1/2 | | 60 fms 5 1/2 | | | | | | | | | | | WARP | 60 | 4 | | 60 - 3 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Certificate. | Fathoms. | Size. | Test per Certificate Tons. | WEIGHT OF CHAIN CABLE. | | Fathoms and Size Per Table 22. | Description. | Makers of Cables. | When and where tested, and Superintendent. | | | | | Material. | Fathoms. | | | | | | | | | | Size. | Breaking Test of Steel Wire Towline. | Fathoms and Size Per Table 22. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Supplied. | Per Table 22. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | HAWSER Manila | 60 | 5 1/2 | | 60 fms 5 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | WARP | 60 | 4 | | 60 - 3 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boats <u>one</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pumps, Number <u>three</u> | | | | | | | | | | Diameter of Barrel <u>4 1/2" or 6"</u> State whether they are in efficient working order <u>Yes</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Windlass is <u>Iron, hand</u> | | | | | | | | | | Capstan <u>✓</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Engine Room Skylights. - How constructed? <u>of teak</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| What arrangements for deadlights in bad weather? <u>Strong teak shutters & bulls eyes</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Coal Bunker Openings. - How constructed? <u>Plated. Flanged covers</u> How are lids secured? <u>Lashed</u> | | | | | | | | | | Height above deck? <u>12"</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Scuppers, and number and dimensions of Freeing Ports, &c. <u>On each side - 3 scuppers & 3 freeing ports 20" x 12"</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ceiling in Holds, thickness and material <u>2" R.P.</u> | | | | | | | | | | Ceiling 'tween Decks, thickness and material <u>2" R.P.</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cargo Hatchways. - How formed? <u>Plates & angles</u> | | | | | | | | | | Hatches. - If strong and efficient? <u>Yes</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State size No. 1 Hatch (Forward) <u>3'6" x 2'8"</u> | | | | | | | | | | No. 2 Hatch <u>3'6" x 4'3"</u> No. 3 Hatch <u>✓</u> No. 4 Hatch <u>✓</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <u>✓</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. of Breasthooks <u>one</u> | | | | | | | | | | No. of Crutches <u>✓</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bulwarks, height above deck and description <u>2'6" - Steel</u> | | | | | | | | | | Main Rail, material and size <u>Steel bulb angle 6" x 5" x 1/2"</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The above is a correct description <u>✓</u> | | | | | | | | | | Surveyor's Signature <u>J. S. Thomson</u> R. G. Oxford | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Builder's Signature (here only.) <u>James Schiffield</u> | | | | | | | | | | Surveyor to Lloyd's Register of British and Foreign Shipping. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

FRI. 19 MAY 1899

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 25th April 1898. M.

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)? State results of tests
 Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? State results of tests

General Remarks (State quality of workmanship, &c.) *The workmanship is good.*
This vessel has been built in accordance with the approved plans and the Secretary's letter of the above date, and in general conformity to the Rules for the class contemplated. The fore peak and after flat have been tested as required.

Accompanying this Report - Midship Section. - Report on Ship Towing

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 *18* ft., Bridge Dk. ☒ ft., F'castle *21* 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) *1st 1st Beam*

Official No. *110980*; Signal Letters *C*

How are the surfaces preserved from oxidation? Inside *Paint & Portland 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, | | | Midship deep tank, | | |
| Double bottom, if under Boilers only, | | | Other tanks, if fitted, | | |
| Double bottom, forward, | | | (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. *933*

Date *27/4/98*

No. *1* in builder's yard

DATES of Surveys held while building

1898: Aug. 3. 12. 18. 24 Sep. 5. 22, Oct. 7. 21, Nov. 9. 18. 25 Dec. 6. 13. 19. 29 1899: Jan. 3. 6. 9. 10. 13. 17. 21 Feb. 2. 14. 10. 18. 21. 22. 23. 27 Mar. 8. 13. 20. 28 April 6. 11. 17. 27 May 2. 3.

Total No. of Visits *41*

The amount of Entry Fee £ *1 : 0 : 0* Fees applied for, *May 1899*
 Special £ *8 : 0 : 0*
 Certificate £ *17 : 0 : 0*
 Travelling Expenses, if any £ *- : 11 : 3*

* Certificate to be sent to *Primary Office.*

State whether the Vessel has been built under Special Survey *Yes*
 I am of opinion this Vessel should be Classed *100 A1 - Steel - Steam Trawler*
 With, or without Freeboard, as condition of Class ☒

J. Thomson, B. G. Oxford.
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Character assigned

TUES. 23 MAY 1899

100 A1 (Steel)
Steam Trawler

Lloyd's abs. P.

+ L.M.B. 5.99

Ball Certificates.
 Written.



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 Lloyd's Register
 Foundation