

2 Dks, R.Q.Dk.,

## IRON OR STEEL STEAMER.

Lms No. 18

Pt. Awng. Dk.

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

Received at London Office

held at  
the

Date of completion of Report

Date, First Survey

Port of

Last Survey

Rig

Master

Year of appointment

(1) As master in service of  
owner of present vessel: 1899  
(2) As master of this  
vessel: 1899

GE under

age Deck

loop

raised Gr.

r Break...

ridge House

forecastle

houses on Deck

cess of Hatchways

e Crown of

e Room ...

Tonnage

no Space

e Crown of

e Room ...

E FOR FEES ..

gine Room

igation Spaces

ine Room

er Tonnage

on Beam ...

ONE OR TWO DECKED VESSEL.

CLASS 100 A

Half Breadth (moulded)

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

(with the normal round up of beam)

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

If Surveyed while Building, Afloat, or in Dry Dock

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with Flat laid
103	9	Moulded	20	10 1/2	Top of Floors to top of Main Deck Beams	10	9	One
ons of Ship per Register, Length, 105.7 ft breadth, 21.1 ft depth, 10.77 ft. Moulded Depth, 11 ft. 7 ins. Round of Beam, Actual 6 ins.								

FRAMING.				FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.
E, Angles, $\frac{1}{2}$ E or L Bars, for $\frac{1}{2}$ length amidships	3	2 1/2	6	3	2 1/2	5	5
for $\frac{1}{2}$ at each end	3	2 1/2	6	3	2 1/2	5	5
in way of Double Bottoms at Solid Floors							
" " at intermdt. Bkts.							
se of Frames from moulding edge to							
lding edge, all fore and aft	21			21			
RSED FRAME, Angles	2 1/2	2 1/2	5	2 1/2	2 1/2	5	5
FRAMING, depth of girder	16			5			
RS, depth and thickness of Floor Plate				5			
at mid-line for $\frac{1}{2}$ length amidships							
in way of Engines and Boilers							
thickness at the ends of vessel							
depth at $\frac{1}{2}$ the half breadth, as per Rule							
height extended at the Bilges							
RS & BRACKETS, in Cell Dble Bottoms							
" Distance apart							
NE GIRDER, in Double Bottom, depth							
and thickness							
" Angles, Top							
" Bottom							
GIRDERS, number on each side & thickness							
Angles							
IN PLATE, depth (exclusive of flange)							
and thickness							
Angles to Outside Plating							
R BOTTOM PLATING, breadth and							
thickness of Middle Line Strake							
" thickness in Engine and Boiler space							
" Remainder in Holds							
S, Main and Raised Quarter Decks	6	3	7	6	3	7	7
ngle Angle, Bulb Angle, Plate or Tee Bulb							
Angles on Upper Edge							
Average space	42			42			
S, Lower Deck, Single Angle, Bulb							
Angle, Plate or Tee Bulb							
Angles on Upper Edge							
Average space							
S, Hold, Plate or Tee Bulb							
Angles on Upper Edge							
Average space							
S, Poop Deck, Angle, Bulb Angle, Plate							
or Tee Bulb							
Angles on Upper Edge							
Average space							
S, Bridge or Pt. Awng. Deck, Angle,							
Bulb Angle, Plate, or Tee Bulb							
Angles on Upper Edge							
Average Space							
S, Forecastle Deck, Angle, Bulb Angle,							
Plate or Tee Bulb							
Angles on Upper Edge							
Average space							
ARS, In 'tween Decks, Size and Spacing							
" Hold							
Quarter, 'tween Dks., "							
" in Hold							
FRAMES, In Fore Body, No. and Spacing							
" Brdth. & Thickness							
No. of Side Stringers							
FRAMES, In E. & B. Space, No. & Spacing							
" Brdth. & Thickness							
FRAMES, In After Body, No. and Spacing							
" Brdth. & Thickness							
No. of Side Stringers							
Size of Angles or Tee Bars to Web Frames							
NET PLATES to Stringers between							
Frames, Depth and Thickness							
Here practicable - 2 1/2 in				Keeelsons and Stringers.			
				CENTRE LINE KEELSON, Vertical Plate above			
				floors, through Plates or Intercoastal Plates			
				Rider Plate			
				Bulb Plate to Intercoastal Keelson			
				Horizontal Plates on Floors			
				Angles			
				SIDE KEELSON, Angles			
				Bulb or Plate above floors for			
				Intercoastal Plate for			
				Attached to outside plating with Angle			
				BILGE KEELSON, Angles			
				Bulb or Plate above floors for			
				Intercoastal Plate for			
				Attached to outside plating with Angle			
				BILGE STRINGER Angles			
				Bulb Plate for			
				Intercoastal Plate for			
				Attached to outside plating with Angle			
				SIDE STRINGER Angles			
				Bulb or Intercoastal Plate for			
				Attached to outside plating with Angle			
				Main and Raised Quarter Deck Stringer			
				Plate, breadth and thickness			
				Angle on ditto			
				Tie Plates fore & aft, outside Hatchways			
				Diagonal Tie Plates on Bms., No. of Pairs			
				Main Dk* Iron or Steel for			
				R. Q. Dk* Iron or Steel for			
				Wood Deck, Material & thickness			
				Lower Deck Stringer Plate, breadth and			
				thickness			
				Angles on ditto, No.			
				Tie Plates, outside Hatchways			
				Deck* Material and thickness			
				Hold Stringer Plate			
				Angles on ditto, No.			
				Poop Deck Stringer Plate, breadth & thickness			
				Angle on ditto			
				Tie Plates			
				Deck, Material and thickness			
				Bridge Deck Stringer Plate, brdth & thickness			
				Angle on ditto			
				Tie Plates			
				Deck, Material and thickness			
				Forecastle Deck Stringer Plate, brdth & thcknss			
				Angle on ditto			
				Tie Plates			
				Deck, Material and thickness			
				* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.			
				STIFFENERS.			
				BULKHEADS.			
				In Vessel.			
				Per Rule.			
				Thickness.			
				Horizontal.			
				Vertical.			
				Single or Double Frames.			
				Height up.			
				W.T. BULKHEADS			
				PARTITION			
				LONGITUDINAL			
				Are the outside Plates doubled two spaces of Frames in length?			
				Are the Sluice Valves and Watertight Doors in efficient working order?			



PLATING.										RIVETING.									
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.	Diam.	Spacing.	Breadth.	Thickness.	Breadth.	For what Length.	
FLAT PLATE KEEL	40	8	8	8	30	7	Double	1	25	Double	3/4	25	9 1/2	9	4 1/2	Whole			
GARBOARD OR A Strake	39	7	6	6	39	6	"	1 1/2	3	"	3/4	24	8	8	"	"			
B "	39	7	6	6	39	6	"	1 1/2	3	"	3/4	24	8	8	"	"			
C "	39	7	6	6	39	6	"	1 1/2	3	"	3/4	24	8	8	"	"			
D "	39	7	6	6	39	6	"	1 1/2	3	"	3/4	24	8	8	"	"			
E "	39	7	6	6	39	6	"	1 1/2	3	"	3/4	24	8	8	"	"			
Sheer F "	37	8	7	7	30	7	"	1 1/2	3	"	3/4	24	8	8	"	"			
G "																			
H "																			
J "																			
K "																			
L "																			
M "																			
N "																			
O "																			
P "																			
DOUBLING of Flat Plate Keel																			
Length and thickness of Bilges																			
Length and thickness of Sheerstrakes																			
Length and thickness of Strake below																			
POOP SIDES					5	5	Single	2 1/2	5	Double	5/8	2 1/2	8	5					
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
LENGTHS OF PLATING																			

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. W. & A. D. & Co. Ltd. London & Newcastle.

Main Stringer Plate Butts, double riveted for whole length amidship.  
 Straps, single, double or overlapped for whole length amidship.  
 Butts of Side Stringers, and Tie Plates, treble or double riveted?  
 Inner Bottom Plating, riveting of Edges Butts  
 Centre Girder Butts, double riveted. Keelson Butts, double riveted.  
 Frames, riveted through Plates with 5/8" in. Rivets, about 5/8" apart.  
 Rivets, state whether of Iron or Steel Iron.

Has the Steel been tested as required by the Rules Yes.

FRAMES extend in one length from keel to deck.

REVERSED FRAMES on floors and frames extend from midship line to upper turn of bilge and deck alternately.  
Double from bilge to bilge in S. & B. space.

#### 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	N. Pine	Pole									
Main											
Mizen	Steel	56' 0"	11" x 4 1/2"						Single	Double	
Bowsprit											
Topmasts, Yards and Remainder of Spars	N. Pine										
Rigging, Material and Size, Shrouds	Steel Wire - 3"										
Sails.	One	Suit of									

EQUIPMENT No. 154 LETTER U.D.K. TONNAGE FOR TRAWLERS 154 U.D.K. ANCHORS.

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.			
42086	1st Bower	4	2	9	1	0	19	7	0	0	0	4	2	0	Rodgers	Mountford & Co.	Rotherham - 12.5.99 - Green
42077	2nd "	4	0	6	1	0	2	6	0	0	0	4	0	0			
42093	3rd "	2	2	0	0	2	25	5	0	0	0	2	2	0			
	Collective weight	11	0	15								11	0	0			
	Stream																
	Kedge																

#### CHAIN CABLES.

#### HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	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.	Per Table 22.									
29326	75 fms	5"	2 1/2	26.7.13	26.7.11	75 fms 5"	Shawin	Mountford & Co. Rotherham - 17.2.99 - Green				60	5 1/2"	60 - 5 1/2"	
												60	4"	60 - 4"	

Boats One

Pumps, Number Three Diameter of Barrel 4" x 6" State whether they are in efficient working order Yes

Windlass is Iron - hand Capstan ✓

Engine Room Skylights.—How constructed? Of lead

What arrangements for deadlights in bad weather? Strong lead shutters and bullseyes

Coal Bunker Openings.—How constructed? Plated - flanged cover How are lids secured? Lashed Height above deck? 12"

Number of Scuppers, and number and dimensions of Freeing Ports, &c. One each side - 3 scuppers & 3 freeing ports - 20" x 12"

Ceiling in Holds, thickness and material 2" - R. Pine Ceiling 'tween Decks, thickness and material 2" - R. Pine

Cargo Hatchways.—How formed? Plates and angles Hatches.—If strong and efficient? Yes

State size No. 1 Hatch (Forward) 8'6" x 2'9" No. 2 Hatch 8'6" x 4'5" No. 3 Hatch ✓ No. 4 Hatch ✓

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch ✓

No. of Breasthooks one No. of Crutches none

Bulwarks, height above deck and description 8'6" - Steel - Bulw Iron Stays Main Rail, material and size Bul Angle 6" x 3" x 9"

The above is a correct description. John Schofield Surveyor's Signature John Schofield Surveyor to Lloyd's Register of British and Foreign Shipping.  
 Builder's Signature (here only) John Schofield



Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) 21<sup>st</sup> 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 with the Rules for the class contemplated.*  
*The fore peak, after flat and deck pumps have been tested as required.*

*This is a similar vessel to the Steam Trawler "King Arthur" Grimsby Report No 49 and the Steam Trawler "Daisy Egbert" " " 63*

*Accompanying this Report - Midship Section. - 1 Ship Forging Report.*

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) *1<sup>st</sup> 1<sup>st</sup> beam*

Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_  
How are the surfaces preserved from oxidation? Inside *Portland Cement & 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. 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. *3* in builder's yard  
Dates of Surveys held while building *1898: Aug 3, 12, 18, 24 Sep 5, 22, Oct 6, 21 Nov 3, 9, 18, 25 Dec 6, 13, 19, 29 1899: Jan 3, 6, 13, 17, 21 Jan 25, Feb 2, 14, 18, 22, 27 Mar 8, 13, 20, 28, April 6, 17, 25, 27, May 3, 4, 24, June 1, 5, 8, 15, 17.*  
Total No. of Visits *44*

The amount of Entry Fee *£ 1 : 0 : 0* Fees applied for, *July 3<sup>rd</sup> 1899*  
Special *£ 8 : 0 : 0* Received by me, *17/8/99*  
Certificate *£ :*  
Travelling Expenses, if any *£ 11 : 7*

\* Certificate to be sent to *Grimsby 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 *A. P. Oxford*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI, 7 JUL 1899*  
Character assigned *100 A1 Steel*  
*2nd CP*  
*time 6.99*  
*Steam Trawler*



*[Handwritten text and markings on a ship's register form, including names like 'KING' and various numbers.]*

These p  
Signal Lett

Official

110

No., Date, &  
Whether Bri  
Foreign B

British

Number of  
Number of  
Rigged ...  
Stern ...  
Build ...  
Galleries  
Head ...  
Framework  
vessel ...  
Number of  
Number of v  
and their c

Total to qua  
at side am

No. of  
Engines

One  
Set

Tripe  
Inven  
Duro  
Number  
Iron or  
Prossu

Under Tonna  
Closed-in spac  
Space or sp  
Poop ...  
Forecastle  
Round Hou  
Other close

Gros  
Deductions, a  
Regi

Name

No. of Owners  
Name, Reside

Monaro  
of G  
Frederic

Dated

J. S. & Co. - P7708  
P7811