

2 Dks., R.Q.Dk.,
ad Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 528

Received at London Office SAT. 12 MAY 1900

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

Date of completion of Report May 10th 1900

Date, First Survey, Dec 19th 1898

Port of Grimsby

Last Survey May 5th 1900

Rig Gault

Master F. Parsons

Year of appointment

(1) As master in service of
owner of present vessel: 1900
(2) As master of this
vessel: 1890

Survey held at Grimsby
On the

TONNAGE under
Tonnage Deck 155.68
o. of Poop 3.48
o. of Raised Qr. 2.08
o. of Bridge House 2.59
o. of Forecastle 161.75
o. of Houses on Deck 11.28
o. of excess of Hatchways 150.55
o. above Crown of Engine Room 72.66
Gross Tonnage 72.40
o. above Crown of Engine Room 1.50
o. above Crown of Navigation Spaces 4.00
o. above Crown of Boiler Room 72.40
o. above Crown of Register Tonnage as cut on Beam

ONE OR TWO DECKED VESSEL.
CLASS 100 A

Half Breadth (moulded) 10.43
Depth from upper part of Keel to top of Main Deck Bms. 12.08
Girth of Half Midship Frame (as per Rule) 17.83
1st Number 40.34
Length on deck from after part of stem to fore part of stern post 103.75
2nd Number 4185
Proportions—Breadths to Length 4.97
Depths to Length—Main Deck to top of Keel 8.58

Destined Voyage Fishing

If Surveyed while Building, Afloat, and in Dry Dock

LENGTH on Deck as per Rule 103 Feet. 9 Inches. BREADTH—Moulded 20 Feet. 10 Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams 10 Feet. 9 Inches. No. of Decks with Flat laid on No. of Tiers of Beams 10. Dimensions of Ship per Register, Length, 105.7 ft breadth, 21.1 ft depth, 10.7 ft. Moulded Depth, 11 ft. 7 ins. Round of Beam, Actual 6 ins.

FRAMING.				FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, 7, E or L Bars, for 1/2 length amidships	3	2 1/2	6	3	2 1/2	6	3
Do. for 1/2 at each end	3	2 1/2	6	3	2 1/2	6	3
Do. in way of Double Bottoms at Solid Floors							
" " at intermdt. Bkts.							
Distance of Frames from moulding edge to moulding edge, all fore and aft		21			21		
REVERSED FRAME, Angles	2 1/2	2 1/2	5	2 1/2	2 1/2	5	
DEEP FRAMING, depth of girder							
LOOKS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	16		5	16		5	
" in way of Engines and Boilers							
" thickness at the ends of vessel							
" depth at 1/2 the half breadth, as per Rule							
" height extended at the Bilges							
LOOKS & BRACKETS, in Cell Dble Bottoms							
" Distance apart							
ENTRE GIRDER, in Double Bottom, depth and thickness							
" Angles, Top							
" Bottom							
SIDE GIRDERS, number on each side & thickness							
" Angles							
MARGIN PLATE, depth (exclusive of flange) and thickness							
" Angles to Outside Plating							
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake							
" thickness in Engine and Boiler space							
" Remainder in Holds							
BEAMS, Main and Raised Quarter Decks Single Angle, Bulb Angle, Plate or Tee Bulb	6	3	7	6	3	7	
" Angles on Upper Edge							
" Average space							
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb							
" Angles on Upper Edge							
" Average space							
BEAMS, Hold, Plate or Tee Bulb							
" Angles on Upper Edge							
" Average space							
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb							
" Angles on Upper Edge							
" Average space							
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb							
" Angles on Upper Edge							
" Average space							
PILLARS, In 'tween Decks, Size and Spacing							
" Hold							
" Quarter, 'tween Dks.,							
" in Hold							
WEB FRAMES, In Fore Body, No. and Spacing							
" Brdth. & Thickness							
" No. of Side Stringers							
WEB FRAMES, In E. & B. Space, No. & Spacing							
" Brdth. & Thickness							
WEB FRAMES, In After Body, No. and Spacing							
" Brdth. & Thickness							
" No. of Side Stringers							
" Size of Angles or Tee Bars to Web Frames							
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness							
KEELSONS AND STRINGERS.				KEELSONS AND STRINGERS.			
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	8		9	8		9	
" Rider Plate							
" Bulb Plate to Intercoastal Keelson							
" Horizontal Plates on Floors							
" Angles	4	3	8	4	3	8	
SIDE KEELSON, Angles							
" Bulb or Plate above floors for length							
" Intercoastal Plate for length							
" Attached to outside plating with Angle							
BILGE KEELSON, Angles	5	4	9	5	4	9	
" Bulb or Plate above floors for length							
" Intercoastal Plate for length							
" Attached to outside plating with Angle							
BILGE STRINGER Angles							
" Bulb Plate for length							
" Intercoastal Plate for length							
" Attached to outside plating with Angle							
SIDE STRINGER Angles	5	4	9	5	4	9	
" Bulb or Intercoastal Plate for length							
" Attached to outside plating with Angle							
Main and Raised Quarter Decks Stringer Plate, breadth and thickness	23		7	23		7	
" Angle on ditto	3	3	6	3	3	6	
" Tie Plates fore & aft, outside Hatchways	7		7	7		7	
" Diagonal Tie Plates on Bms., No. of Pairs							
" Main Dk* Iron or Steel for length							
" R. Q. Dk* Iron or Steel for length							
" Wood Deck, Material & thickness	3" Pitch Pine			3"			
Lower Deck Stringer Plate, breadth and thickness							
" Angle on ditto, No.							
" Tie Plates, outside Hatchways							
" Deck* Material and thickness							
Hold Stringer Plate							
" Angle 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							
BULKHEADS.				STIFFENERS.			
In Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.	Single or Double.	Height up.	
W.T. BULKHEADS	3	5	3" x 2 1/2" x 9/16"	3" x 2 1/2" x 9/16"	30	Double Deck	
PARTITION							
LONGITUDINAL							
Are the outside Plates doubled two spaces of Frames in length?				Yes			
Are the Stave Valves and Watertight Doors in efficient working order?				Yes			

PLATING.										RIVETING.										
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		LOWER EDGES.				BUTTS.								
		AMIDSHIP.		FORWARD.		APT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAFS.		IF LAPPED.	
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.
		Inches.	1/16th	1/8th	1/4th	Inches.	1/16th	1/8th	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Feet.
FLAT PLATE KEEL																				
(If Bar Keel, state Riveting)																				
GARBOARD OR A Strake		40	8	8	8	30	7			Double		1	5	Double	3/4	2 1/2	9 1/4	9	1	Whole
State actual thickness in way of Double Bottom.		B	39	7	6	6	6				4 1/2	3/4	3		5/8	2 1/4	1	1	4 1/2	Whole
C		47	7	6	6	6	6				3 3/4	5/8	2 1/2				1	1		Whole
D		39	7	6	6	6	6										8	8		Whole
E		47	7	6	6	6	6										1	1		Whole
Sheer		F	37	8	7	7	30	7			4 1/2	3/4	3		3/4	2 1/2	9 1/4	9	1	
G																				
H																				
J																				
K																				
L																				
M																				
N																				
O																				
P																				
DOUBLING of Flat Plate Keel																				
Length and thickness of Bilges																				
of Sheerstrakes																				
of Strake below																				
POOP SIDES																				
RAISED QUARTER DECK SIDES										Single	2 1/2	5/8	2 1/2		5/8	2 1/2	8	6	1	1
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.?										Main Stringer Plate Butts, riveted for whole length amidship. Straps, single, double or overlapped for whole length amidship.										
Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted?										Inner Bottom Plating, riveting of Edges Butts										
Centre Girder Butts, riveted. Keelson Butts, treble riveted.										Frames, riveted through Plates with 3/4 x 5/8 in. Rivets, about 4 1/2 x 5 1/4 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 middle line to upper turn of bilge and deck alternately. Double from bilge to bilge in E & B space.																				
MASTS, SPARS, &c.																				
LOWER MASTS....		Fore	Main	Mizen	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.						
							At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.					
					White Pine	Pale	13 1/2"													
					Steel	36'0"	11" 5/16"								Single	Double				
Bowsprit																				
Topmasts, Yards and Remainder of Spars		White Pine																		
Rigging, Material and Size, Shrouds		Steel Wire 3'																		
Sails.		One Suit of Sails and the following spare sails																		
EQUIPMENT No.		4185 LETTER TONNAGE FOR TRAWLERS 156 U.Dk. ANCHORS.																		
Number of Certificate.	Anchors.	WEIGHT,																		

SAT. 12 MAY 1900

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) April 25th 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, also in general conformity with the Rules for the Class contemplated.

The fore peak, after peak and deck pumps have been tested.

It will be observed that the 3rd anchor is lighter than required by the Rules. The case is respectfully submitted for the favourable consideration of the Committee.

This vessel is similar to the s/s King Arthur Grimsby Report No 49

s/s King Egbert

63

s/s King Alfred

118

s/s King Athelstan

151

s/s King William

506

Accompanying this report - Midship Section - Profile - Report of Ship Forgings

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.} ft., Bridge Dk. _____ ft., F'castle 21^{ft.} 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 beams

Official No. 113175 ; Signal Letters

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. 8 in builder's yard

1898:- Dec 19. - 1899:- May 4, June 1, 8, 14, July 5, 10, 17, 21, 25, 28, Aug 3, 10, 15, 21, 28
1899:- Sept 7, 14, 20, 26, Oct 3, 6, 16, 25, Nov 1, 4, 14, 21, 28, Dec 4, 15
1900:- Jan 2, 5, 10, 16, 19, 23, Feb 1, 6, 14, 20, Mar 2, 6, 9, 13, 16, 24, 26, April 30, 1900
Apr 30, May 2, 5

Total No. of Visits 55

The amount of Entry Fee £ 1 : 0 : 0

Special £ 8 : 0 : 0

Certificate £ :

Travelling Expenses, if any £ :

Fees applied for,

May 10th 1900

Received by me,

1148 1900

* Certificate to be sent to Grimsby Office

State whether the Vessel has been built under Special Survey

I am of opinion this Vessel should be Classed 100 A - Steel - Steam Trawler

With, or without Freeboard, as condition of Class

B. G. Bedford
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

TUES. 15 MAY 1900

100A (Steel)
Steam Trawler

Lloyd's a/c. P. W. + Lmb 5.00



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Foundation