

IRON SHIP.

MONDAY 6 JUNE 1887

No. 5349 Survey held at Hull Date, First Survey 19th July '82 Last Survey 28th June 1883

On the Iron Steam Trawler Prince Alfred

TONNAGE under Tonnage Deck 99-63 ONE, OR TWO DECKED, THREE DECKED VESSEL, STAR, OR AWNING DECKED VESSEL. Master

Ditto of Third, Spar, or Awning Deck. Half Breadth (moulded) 9-5 Built at Hull

Ditto of Poop, or Raised Qr. Dk. Depth from upper part of Keel to top of Upper Deck Beams 10-5 When built 1883 Launched March

Ditto of Houses on Deck Girth of Half Midship Frame (as per Rule) 16-0 By whom built Vulcan Iron Works

Ditto of Forecastle 1st Number 36-0 Owners Yorkshire Trawling Co. Ltd.

Gross Tonnage 99-63 1st Number, if a 3-Decked Vessel deduct 7 feet Residence Scarborough

Less Crew Space Length 93-8 Port belonging to Scarborough

Less Engine Room 57-51 2nd Number 13376 Destined Voyage Fishing Grounds

Register Tonnage as cut on Beam 42-12 Proportions— Breadths to Length 4-8 If Surveyed while Building, Afloat, or in Dry Dock.

Main Deck ditto 8-9 Building Afloat in Dry Dock

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	93	10	Moulded	19	0	top of Floors to Upper Deck Beams	10	6	Engines	45	one	one
Do. do. Main Deck Beams												
Dimensions of Ship per Register, length, 94-5 breadth, 19-3 depth, 9-2												
KEEL, depth and thickness	8	1/4	Inches in Ship	8	1/4	Inches per Rule	6	1/8	Flat Keel Plates, breadth and thickness			
STEM, moulding and thickness	8	1/4		8	1/4		5 1/2	1/8	PLATES in Garboard Strakes, br'dth & thickness	30	7	30 6
STERN-POST for Rudder do. do.	6	2 1/2		6	2 1/2		5 1/2	3/4	From Garboard to upper part of Bilges			5 1/2
" for Propeller	6	2 1/2		6	2 1/2		5 1/2	2 1/4	Of d'bling at Bilge, or increased thickness, and length applied			
Distance of Frames from moulding edge to moulding edge, all fore and aft	20	inches		20	inches				From up. prt of Bilge to l.r. edge of Sh'rstrake	30	6	5 1/2
FRAMES, Angle Iron, for 2/3 length amidships	3	2 1/2	Inches in Ship	3	2 1/2	Inches per Rule	2 1/2	2 1/2	Main Sheerstrake, breadth and thickness			30 6
Do. for 1/3 at each end	3	2 1/2		3	2 1/2		2 1/2	2 1/2	Of d'bling at Sh'rstrake & l.r. applied			
REVERSED FRAMES, Angle Iron	2 1/4	2 1/4		2 1/4	2 1/4		2 1/4	2 1/4	From M'n. to Up. or Spar Dk. Sh'rstrake			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	16	x		16	x		11	x	Up. or Spar Dk. Sh'rstrake, br'dth & thickn'ss			
" thickness at the ends of vessel	as per			as per			5 1/2		Butt Straps to outside plating, breadth & thickness	10 6	8 5/6	8 x 7 1/2
" depth at 3/4 the half-bdth. as per Rule	section			section			2 1/2		Lengths of Plating	10 feet	8	4
" height extended at the Bilges	section			section			2 1/2		Shifts of Plating, and Stringers	40 inches	40 inches	
BEAMS, Upper, Spar, or Awning Deck	5	3	Inches in Ship	5	3	Inches per Rule	5	3	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	20	6	20 6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3		5	3		5	3	Angle Iron on ditto	3 x 3 x 6/16	3 x 3 x 6/16	
Single or double Angle Iron on Upper edge	40	inches		40	inches				Tie Plates fore and aft, outside Hatchways	6 x 5	6 x 5	
Average space	40	inches		40	inches				Diagonal Tie Plates on Beams No. of Pairs			
BEAMS, Main, or Middle Deck									Flat of Up., Spar, or Awning Dk.	5 x 2 1/2	2 1/2 inches	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron									How fastened to Beams	Salt Iron, nut & screw bolts		
Single or double Angle Iron on Upper Edge									Stringer Plate on ends of Main or Middle Deck			
Average space									Beams, breadth and thickness			
BEAMS, Lower Deck									Is the Stringer Plate attached to the outside plating?			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron									Angle Irons on ditto, No.			
Single or double Angle Iron on Upper Edge									Tie Plates, outside Hatchways			
Average space									Diagonal Tie Plates on Beams, No. of pairs			
BEAMS, Hold, or Orlop									Flat of Middle Deck do. do.			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron									How fastened to Beams			
Single or double Angle Iron on Upper Edge									Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			
Average space									Is the Stringer Plate attached to the outside plating?			
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	8	x	Inches in Ship	8	x	Inches per Rule	7 1/2	x	Angle Irons on ditto, No.			
" Rider Plate							plate		Tie Plates, outside Hatchways			
" Bulb Plate to Intercoastal Keelson									Diagonal Tie Plates on Beams, No. of pairs			
" Angle Irons	4	4		4	4		3	3	Flat of Middle Deck do. do.			
" Double Angle Iron Side Keelson	3	3		3	3		3	3	How fastened to Beams			
" Side Intercoastal Plate									Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			
" do. Angle Irons									Is the Stringer Plate attached to the outside plating?			
" Attached to outside plating with angle iron									Angle Irons on ditto, No.			
BILGE Angle Irons	3	3		3	3		3	3	Stringer or Tie Plates, outside Hatchways			
" do. Bulb Iron									Flat of Lower Deck			
" do. Intercoastal plates riveted to plating for length									Ceiling betwixt Decks, thickness and material	2		
BILGE STRINGER Angle Irons									" in hold do. do.	Solid Cementing		
Intercoastal plates riveted to plating for length									Main piece of Rudder, diameter at head do. at heel	3 1/2 3 1/2		
SIDE STRINGER Angle Irons									Can the Rudder be unshipped afloat?	Yes		
									Bulkheads No. 3 No. per Rule 3			
									" Thickness of 1/4			
									" Height up to Upper deck			
									" How secured to sides of ship by double frames			
									" Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 1/4 and distance apart 30 ins.			
									" Are the outside Plates doubled two spaces of Frames in length?			

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 5/8 in. Rivets, about 5 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to turn of bilge and to alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 4 1/2 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 ins. from centre to centre.

" Butts of all Strakes at Bilge for 1/2 length, double riveted with Butt Straps 1/8 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

" Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 3 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark, plates "Sherm" Angles &c Hull Forge Co.

The above is a correct description of the vessel's construction.

Builder's Signature, George Wood Manager Surveyor's Signature, James McNeil

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Hammered*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
Are the fillings between the ribs 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*

Masts, Bowsprit, Yards, &c., are *throughout* in *good* condition, and sufficient in size and length. If of Iron or Steel give scantlings of Plating, Angle Irons, &c., and further explain by a sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *(Wood)*

NUMBER for EQUIPMENT <i>3376</i>		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W ^{ght} req'd per Rule.	Machine where Tested & Suprntd.
SAILS.	CABLES, &c.	120	1/6	12-15-0-0 8-10-0-0	11/6	<i>Returbar 3-5-4 May 83 (apt) S. G. Lewis</i>	Bower Anchors	1	4-0-2-4	6-12-2-0	3/4	<i>Returbar 4-4 May 83 (apt) S. G. Lewis</i>
	Fore Sails,						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	2-3-2-4	5-10-0-0	3/4	
	Fore Top Sails,	45	8/16	6-0-0-0 5-0-0-0	8/16							
	Fore Topmast Stay Sails,											
	or Steel Wire ..	75	5/4		5/4							
	or Hempen Strm Cable ..											
Main Sails,	Towline, Hemp.					<i>Returbar 3-5-4 May 83 (apt) S. G. Lewis</i>	Stream Anchor	1	3/4		3/4	<i>Returbar 4-4 May 83 (apt) S. G. Lewis</i>
	or Steel Wire ..	90	4		3		Kedge ...				1/2	
	Hawser	90	3				2nd Kedge ...	1	1/2		1/2	
Main Top Sails, and												
quality <i>Good</i>												

Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *one* Long Boat and *Good*
The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron Comings round top* How secured in ordinary weather? *Solid wood top*

What arrangements for deadlights in bad weather? *Tanpaulins*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Locked* Height above deck? *9"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

Stinger ports, and Scuppers on each side

Cargo Hatchways.—How formed?

State size *Main Hatch* *Small* Forehatch *Small* Quarterhatch *Small*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *245*

Date *Aug 12-84*

Order for Ordinary Survey No. *✓*

Date *✓*

No. *7* in builder's yard.

State dates of letters respecting this case

DATES of Surveys held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid....
- 4th. When the ship was complete, and before the plating was finally coated or cemented..
- 5th. After the ship was launched and equipped

Surveyed once or twice fully in all stages of construction from the 19th July 1884 till 28th June '83

General Remarks (State quality of workmanship, &c.) *This one decked steam vessel for fishing purposes, has been built under Special Survey and in accordance with the scantlings as shown on the attached approved tracing of Midship Section, for the vessel designated No. 6, and in all other respects with the Rules for the 100 A class. The iron work is efficiently protected from oxidation by cement and paint: the peaks have been tested, and the workmanship is good.*

The equipment (Anchors) altho' not strictly in accordance with the requirements of Table 22, of the Rules are fully equal in weight, and it is submitted that the figure 1 be assigned.

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee£ 1 : : is received by me, *ASAB*

Special£ 10 : 10 : 0 *2.7 18 83*

(to be sent as per margin). Certificate *Grabs*

(Travelling Expenses, if any, £

Committee's Minute *October 24th 1884*

Character assigned *100 A1*

James McNeil
Surveyor to Lloyd's Register of British and Foreign Shipping.