

IRON SHIP.

MONDAY 21 MARCH 1887

(Received at London Office)

No. 6165 Survey held at Hull Date, First Survey 15th Dec 86 Last Survey 18th March 1887

On the Iron Steam Trawler Pioneer

Tonnage under Tonnage Deck 112.44 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Ditto of Third, Spar, or Awning Deck. Half Breadth (moulded) 10.0

Ditto of Poop, or Raised Qr. Dk. Depth from upper part of Keel to top of Upper Deck Beams 10.9

Ditto of Houses on Deck Girth of Half Midship Frame (as per Rule) 16.5

Ditto of Forecastle 1st Number 34.4

Gross Tonnage 112.44 1st Number, if a 3-Decked Vessel deduct 7 feet

Net Tonnage 112.44 Length 93.0

Net Engine Room 48.99 2nd Number 3478 35.85

Register Tonnage as cut on Beams 112.44 Proportions—Breadths to Length 4.6

Depths to Length—Upper Deck to Keel 8.5

Main Deck ditto

Master S. Anguish 1886-1887

Built at Hull

When built 1881 Launched

By whom built J. Shuttleworth

Owners R. J. Lacy

Residence Buck Wood House, Hull

Port belonging to Hull Aberdeen

Destined Voyage Fishing

If Surveyed while Building, Afloat, or in Dry Dock.

In dry dock and afloat

LENGTH on deck as per Rule 93.0

BREADTH Moulded 20.0

DEPTH top of Floors to Upper Deck Beams 9.6

Power of Engines 35

Horse 35

N° of Decks with flat laid one

N° of Tiers of Beams one

Dimensions of Ship per Register, length, 94.2 breadth, 20.2 depth, 9.3

KEEL, depth and thickness 4 1/4

STEM, moulding and thickness 4 1/4

STERN-POST for Rudder do. do. 4 1/4

" " for Propeller 4 1/4

Distance of Frames from moulding edge to moulding edge, all fore and aft 20 inches

FRAMES, Angle Iron, for 1/2 length amidships 3 3/4

Do. for 1/2 at each end 3 3/4

REVERSED FRAMES, Angle Iron 2 1/2

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 18 6

" thickness at the ends of vessel 12 5

" depth at 3/4 the half-bdth. as per Rule 12 5

" height extended at the Bilges 12 5

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge 2 1/2 2 1/2 4

Average space 40 inches

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge 2 1/2 2 1/2 4

Average space 40 inches

BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge 2 1/2 2 1/2 4

Average space 40 inches

BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge 2 1/2 2 1/2 4

Average space 40 inches

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 6 4 10 1/2 8 1/2 4

" Rider Plate 1 1 1 1 1 1

" Bulb Plate to Intercoastal Keelson 1 1 1 1 1 1

" Angle Irons 1 1 1 1 1 1

" Double Angle Iron Side Keelson 1 1 1 1 1 1

" Side Intercoastal Plate 1 1 1 1 1 1

" do. Angle Irons 1 1 1 1 1 1

" Attached to outside plating with angle iron 1 1 1 1 1 1

BILGE Angle Irons 1 1 1 1 1 1

" do. Bulb Iron 1 1 1 1 1 1

" do. Intercoastal plates riveted to plating for length 1 1 1 1 1 1

BILGE STRINGER Angle Irons 1 1 1 1 1 1

" Intercoastal plates riveted to plating for length 1 1 1 1 1 1

SIDE STRINGER Angle Irons 1 1 1 1 1 1

" Intercoastal plates riveted to plating for length 1 1 1 1 1 1

FRAMES extend in one length from Hull to Gunwale

REVERSED ANGLE IRONS on floors and frames extend across middle line to upper turn of Bilge and to " alternately

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

PLATING. Garboard, double riveted to Keel, with rivets 5/8 in. diameter, averaging 4 1/4 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 " Strakes at Bilge for " length, treble riveted with Butt Straps " 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, treble riveted for all length amidships. Butts of Upper or Spar Sheerstrake, treble riveted " length amidships.

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

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

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.? Good

Manufacturer's name or trade mark, " "

The above is a correct description.

Builder's Signature, " "

Surveyor's Signature, James M. Neil

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*
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? *Yes*

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 & LETTER for EQUIPMENT		SAILS.		CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
N ^o .				Chain <i>Chart</i>	<i>120</i>	<i>1 1/2</i>	<i>—</i>	<i>120 - 1/2</i>		Bower Anchors	<i>1</i>	<i>5.0.13</i>	<i>4.9.2.21</i>		<i>3 1/2</i>
	Fore Sails,			Iron Stream Chain	<i>6.13.80</i>	<i>1.10</i>	<i>L.P.H.N. 10062</i>	<i>as marked</i>			<i>1</i>	<i>4.0.16</i>	<i>6.12.2.0</i>		<i>3 1/2</i>
	Fore Top Sails,			or Steel Wire	<i>140</i>	<i>2 3/4</i>	<i>Yul Wic Grant</i>								
	Fore Topmast Stay Sails,			or Hempen Strm Cable	<i>44</i>	<i>2 1/2</i>	<i>Yul Wic Middle</i>								
				Towline, Hemp	<i>40</i>	<i>6 1/2</i>	<i>Harroei</i>			Stream Anchor	<i>1</i>	<i>1 1/2</i>			<i>3 1/4</i>
	Main Sails,			Hawser	<i>40</i>	<i>6</i>				Kedge	<i>1</i>	<i>1</i>			<i>1/2</i>
	Main Top Sails, and			Warp	<i>60</i>	<i>3</i>				2nd Kedge.					
				quality <i>Good</i>	<i>40</i>	<i>1 1/2</i>	<i>Yul</i>								

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

Engine Room Skylights.—How constructed? *Iron coming from top* How secured in ordinary weather? *Wand & screws*

What arrangements for deadlights in bad weather? *Strong glass Bulwarks & tarpaulins*

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

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three (3) hinged ports and 3 scuppers on each side*

Cargo Hatchways.—How formed? *Iron coming 16 7/8*

State size Main Hatch *5'0" x 4'0"* Forehatch *—* Quarterhatch *—*

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. *375*
Date *Nov 19 86*
Order for Ordinary Survey No. *—*
Date *—*
No. *✓* 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 }

General Remarks (State quality of workmanship, &c.) *This one decked Iron Steam Vessel for Fishing purposes has been surveyed for Classification during alterations and repairs. As follows—Placed on blocks in dry dock, the hull and bottom examined and tested by drilling where plating in place. The bottom inside re-cemented; Engine and Boiler hatch bearings and skylights renewed; deck tier made good, and Wood deck renewed in way of same and re-caulked throughout. Steering-gear renewed, and masts, spars and Rigging overhauled. The Vessel throughout cleaned and painted.*

The chain cables appear from the marks found there to have been tested, and the other equipment is in excess of the Rules. You will please observe that no Bilge stringer is fitted, and that the Centre Line Keelson is of L Iron, in place of plate and double angles; but the Frames, Floors and Beams are in excess of the usual requirements. I beg respectfully to submit the vessel as worthy of the Committee's favorable consideration, with a view to being classed with the character 100. A. 1 "Tranter" and noted S.S. No. 1. 87. in the Register Book.

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

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

I am of opinion this Vessel should be Classed *100. A. 1 "Tranter"*

The amount of the Entry Fee£ *1* : *—* : *—* is received by me, *W.R.*

Special£ *5* : *5* : *—* *Mar 17 1887*

(to be sent as per margin), Certificate ... : *2* : *6*

(Travelling Expenses, if any, £ *—*).

Committee's Minute

Character assigned *100. A. 1*

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

It is submitted that the vessel appears worthy of the favorable consideration of the Committee to be classed 100. A. 1. 50 "Tranter" as recommended, and to be marked S.S. No. 1. 87.

Lloyd's Register

Foundation

27/3/87