

1 or 2 Decks. ~~IRON OR STEEL~~ STEAMER.

Received at London 29 OCT 1890

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

Date of completion of Report 18th October Port of HullSurvey held at Hull Date, First Survey Aug. 13th Last Survey Oct. 18th 1890In the
NAME under
Tonnage Deck... 137.06

ONE OR TWO DECKED VESSEL.

Rig Masted

Master J. Crossall

CLASS 100 H.1

Year of appointment (1) As master in service of
(2) As master of this vessel.

Built at Hull

When built 1890 Launched 20/9/90

By whom built Charles & Co. (Lun)

Owners A. Blades & H. Rippon

Managers

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

Residence

Port belonging to Hull

If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck	Feet.	Inches.	BREADTH -	Feet.	Inches.	DEPTH -	Feet.	Inches.	Power of	Horse.	No. of Decks with Flat laid	No. of Tiers of Beams
per Rule	98.75		Moulded	20.5		Top of Floors to Main Deck	10.9		Engines	50	one	one

Dimensions of Ship per Register, Length, 101.0 breadth, 20.6 depth, 10.7.

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule.	Or as Approved.
EL, Bar on Side Plates depth and thickness	7 1/2 x 1 1/8	7 1/2 x 1 1/8	
EM, moulding and thickness	7 1/2 x 1 1/8	7 1/2 x 1 1/8	
ERN-POST for Rudder do. do.	7 1/2 x 2 1/4	7 1/2 x 2 1/4	
" for Propeller	7 1/2 x 2 1/4	7 1/2 x 2 1/4	
AIN PIECE of Rudder, diameter at head	3 1/2	3 1/2	
do. at heel	2 1/4	2 1/4	
DDER, how constructed	Angled plates		
the Rudder be unshipped afloat?	yes		

FRAMING.

	Inches in Ship.	Inches per Rule.	Or as Approved.
AME, Angles, on 7 Bars, for 1/2 length amidships	3 2 1/2 6	3 2 1/2 5	
Do. for 1/2 at each end	3 2 1/2 6	3 2 1/2 5	
Do. in way of Double Bottoms			
Distance of Frames from moulding edge to	21	21	
moulding edge, all fore and aft			
VERSED FRAME, Angles	2 1/2 2 1/2 4	2 1/2 2 1/2 4	
DOORS, depth and thickness of Floor Plate	16 x 5	16 x 5	
at mid-line for 1/2 length amidships			
in way of Engines and Boilers	6	6	
thickness at the ends of vessel	5	5	
depth at 1/2 the half breadth, as per Rule	as per approved		
height extended at the Bilges	sketch		
DOORS & BRACKETS, in Cell Dble Bottoms			
Distance apart			
ENTRE GIRDER, in Double Bottom, depth	16 x 6	16 x 6	
and thickness			
Angles, Top 2 2 Bottom	3 3 6	3 3 6	
IDE GIRDERS, number and thickness	1 3 5	1 3 5	
Angles	2 1/2 2 1/2 4	2 1/2 2 1/2 4	
MARGIN PLATE, depth (exclusive of flange)			
and thickness			
Angles			
INNER BOTTOM PLATING, breadth and			
thickness of Middle Line Strake			
thickness in Engine and Boiler space			
Remainder in Holds			
AMS, Main and Raised Quarter Deck,	5 1/2 3 9	5 1/2 3 7	
Single Angle, Bulb Angle, Plate or Tee Bulb			
Angles on Upper Edge			
Average space	42	42	
AMS, Lower Deck, Single Angle, Bulb			
Angle, Plate or Tee Bulb			
Angles on Upper Edge			
Average space			
AMS, Hold, Plate or Tee Bulb			
Angles on Upper Edge			
Average space			
AMS, Poop Deck, Angle, Bulb Angle, Plate			
or Tee Bulb			
Angles on Upper Edge			
Average space			
AMS, Bridge Deck, Angle, Bulb Angle,			
Plate or Tee Bulb			
Angles on Upper Edge			
Average Space			
AMS, Forecastle Deck, Angle, Bulb Angle,			
Plate or Tee Bulb			
Angles on Upper Edge			
Average space			
LIARS, in 'tween Decks, Size and Spacing	2 1/2 42	2 1/2 42	
Hold			
EB FRAMES, in Fore Body, No. and Spacing			
Brdth. & Thickness			
No. of Side Stringers			
EB FRAMES, in After Body, No. and Spacing			
Brdth. & Thickness			
No. of Side Stringers			
Size of Angles or Tee Bars to Web Frames			
RACKET PLATES to Stringers between			
Web Frames, Depth and Thickness			

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches per Rule.	Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above	9 x 9	9 x 9	
floors, Through Plate, or Intercoastal Plate			
Rider Plate			
Bulb Plate to Intercoastal Keelson			
Horizontal Plates on Floors			
Angles	4 4 8	4 4 8	
SIDE KEELSON, Angles			
Bulb or Plate above floors for lng			
Intercoastal Plate for length			
Attached to outside plating with Angle			
BILGE KEELSON, Angles	5 3 9	5 3 8	
Bulb or Plate above floors for len.			
Intercoastal Plate for length			
Attached to outside plating with Angle			
BILGE STRINGER Angles	5 3 8	5 3 8	
Bulb Plate for length			
Intercoastal Plate for length			
Attached to outside plating with Angle			
SIDE STRINGER Angles			
Bulb or Intercoastal Plate for lng.			
Main and Raised Quarter Deck Stringer	24 6	20 6	
Plate, on ends of Beams, breadth & thknss			
Angle on ditto	3 x 3 x 6	3 x 3 x 6	
Tie Plates fore & aft, outside Hatchways	8 6	8 6	
Diagonal Tie Plates on Bms, No. of Pairs			
Flat of Dk* Iron or Steel for lng.			
Wood Pine Material & thickness	3	3	
How fastened to Beams	gals. nut & screw bolts		
Lower Deck Stringer Plate, on ends of			
Beams, breadth and thickness			
Angles on ditto, No.			
Tie Plates, outside Hatchways			
Flat of Deck* Material and thickness			
How fastened to Beams			
Hold Stringer Plate, on ends of Beams			
Angles on ditto, No.			
Poop Deck Stringer Plate, breadth & thickness			
Angle on ditto			
Tie Plates			
Flat of Deck, Material and thickness			
Bridge Deck Stringer Plate, brdth & thickness			
Angle on ditto			
Tie Plates			
Flat of Deck, Material and thickness			
Forecastle Deck Stringer Plate, brdth & thknss			
Angle on ditto			
Tie Plates			
Flat of Deck, Material and thickness			

PLATING.

	Inches in Ship.	Inches per Rule.	Or as Approved.
FLAT PLATE KEEL, breadth and thickness			
d'bling or incr'd thknss, & lngth appl.			
PLATES in Garboard Strakes, brd'th & thickness	30 8	30 4	
From Garboard to lower part of Bilges			
State Thickness of Plating in way of Double Bottom.	6 x 7	6 x 5	
Bilges, number of Strakes and thickness			
Of doubling at Bilge, or increased thickness,			
and length applied	7 x 6	6 x 5	
from up. part of Bilge to lr. edge of Sh'rstrake			
Sheerstrake, breadth and thickness	36 8 1/2	30 7 1/2	
Of d'bling at Sh'stk. & lng. applied			
Poop Sides			
Raised Quarter Deck Sides			
Bridge Sides			
Forecastle Sides			
Lengths of Plating	7 spaces	6 spaces	

* If Iron or Steel Deck, state if whole or part, and if wood deck to laid thereon.

State clearly where plating is of alternate thicknesses - as distinct from diminished thickness at end of vessel.

BULKHEADS. No. in Vessel 4. No. Reqd. by Rule 3. Ceiling betwixt Decks, thickness and material. W. T. BULKHEADS. PARTITION. LONGITUDINAL.

Are the outside Plates doubled two spaces of Frames in length? The FRAMES extend in one length from Hull to Gunwale. Riveted through Plates with 3/4 in. Rivets, about 6" apart. The REVERSED ANGLE on floors and frames extend from Bilge and to main deck alternately.

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c. Carboard, double riveted to Bar Keel on Flat Plate Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre. Edges of Carboards and to upper part of Bilge, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre. Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. dia., averaging 3 ins. from cr. to cr. Butts of all Strakes at Bilge for whole length, treble riveted with Butt Straps 1/16 thicker than the plates they connect. Edges from Bilge to Sheerstrake, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre. Butts from Bilge to Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. dia., averaging 3 ins. from cr. to cr. Edges of Sheerstrake, double riveted. Butts of Sheerstrake, double riveted for whole length amidships. Butts of Main Stringer Plate, double riveted for whole length amidships. Single or Double Butt Straps to Stringer Plate for whole length. Butts of Inner Bottom Plating riveted for length. Butts of Centre Girder riveted. Breadth of edge laps of Shell Plating in double riveting 4 1/2". Breadth of edge laps of Shell Plating in single riveting 9 1/4". Butts, if Lapped, breadth of laps 9 1/4". Butt Straps of Shell Plating breadth and thickness 9 1/4" x 1/16 to 3/16". Butts, if Lapped, breadth of laps 9 1/4". Butt Straps of Keelsons, Stringer and Tie Plates, double or double riveted? as per rule. Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? The Stockton Malleable Iron Co. and the Moor's Iron Co.

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.

MASTS, SPARS, &c.

	Material	Total Length	DIAMETER AND TIGHTNESS			No. of Plates in round	ANGLES		RIVETING	
			At Partners	Heel	Hoists		Number	Size	Seams	Butts
Fore	Wood	46ft	14							
LOWER MASTS...										
Main										
Mizen	Steel	34ft 9"	12"	12"	9 1/2"	2			Single	Double
Bowsprit										
Topmast, Yards and Remainder of Spars	Wood									
Rigging, Material and Size, Shrouds	Wire	Shrouds 3" x 2 3/4"								
Stays		4 1/2 ins x 3 ins								
Sails	Good	Suit of Blue full bust								

Sails, and the following spare sails

EQUIPMENT NO. <i>134</i> LETTER <i>V</i>												ANCHORS.				
Number of Certificate.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
<i>28412</i> 1st Bower ..	<i>4</i>	<i>2</i>	<i>2</i>	<i>1</i>	<i>0</i>	<i>14</i>	<i>7</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>4</i>	<i>2</i>	<i>0</i>	<i>Rodgers</i>	<i>not given</i>	<i>L.P.H.N. 1/9/90</i>
<i>28408</i> 2nd „ ..	<i>3</i>	<i>3</i>	<i>24</i>	<i>1</i>	<i>0</i>	<i>2</i>	<i>6</i>	<i>7</i>	<i>2</i>	<i>0</i>	<i>4</i>	<i>0</i>	<i>0</i>	<i>8"</i>	<i>8"</i>	<i>L.P.H.N. 1/9/90</i>
3rd „ ..																
Collective weight	<i>8</i>	<i>1</i>	<i>26</i>								<i>8</i>	<i>2</i>	<i>0</i>			
<i>28410</i> Stream	<i>2</i>	<i>2</i>	<i>20</i>	<i>0</i>	<i>2</i>	<i>20</i>	<i>5</i>	<i>5</i>	<i>0</i>	<i>0</i>	<i>2</i>	<i>2</i>	<i>0</i>	<i>8"</i>	<i>8"</i>	<i>L.P.H.N. 1/9/90</i>
Kedge	<i>✓</i>															
2nd Kedge ..	<i>✓</i>															

CHAIN CABLES.								HAWSERS AND WARPS.				
Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable.	Fathoms & Size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size. Per Rule.
11351	75	1 5/16	10 1/2	21	✓	75 15/16	below not given	L.P.H. & T. 22/8/90 G.A. Smith Supd.	TOWLINE* G.A. Smith	60	5 1/2	60 5 1/2
Iron Steam Chain or Steel Wire ... Towline if steel wire	160	3 1/4	test as per rule							60	3 1/2	60 3 1/2

HAWSERS AND WARPS. Boats 2. Pumps, Number 2. The Windlass is Iron Patent. Engine Room Skylights—How constructed? Engine room skylight tank framing. What arrangements for deadlights in bad weather? Polished sheet glass with glass buttresses. Coal Bunker Openings—How constructed? Cast iron. How are lids secured? Straps. Height above deck? Flush. Number of Scuppers, and number and dimensions of Freeing Ports, &c. Scuppers on each side. Three ports 18" x 9" and seven. Cargo Hatchways—How formed? Iron coamings. Hatches, if strong and efficient? 2 1/2 ins. State size No. 1 Hatch (Forward) 3.6 x 4.0 No. 2 Hatch 2.0 x 3.0 No. 3 Hatch No. 4 Hatch. Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch.

Bulwarks, height above deck and description Iron 2" 5 high. Main Rail, material and size Built angle 6 1/2 x 3 x 7 1/2. The above is a correct description. Builder's Signature, (here only.) J. H. Pearson. Surveyor's Signature, A. Williamson. Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. 480. Date 18/6/90. Order for Ordinary Survey No. 342. Date 18/6/90. 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. Total No. of Visits 16.

State dates and initials of letters respecting this case 12/6/90. 19/6/90.

General Remarks (State quality of workmanship, &c.) This one decked vessel for fishing purposes has been built in accordance with the approved sketch of midship section and in other respects in conformity with the Rules and the Secretary's letter dated 12/6/90. The ballast tank has been tested by water pressure as required and found tight. The workmanship throughout is good.

The approved tracing forwarded to London on the 24/6/90.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 20 ft., R.Q.D. or Break 20 ft., Bridge Dk. ft., F'castle 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) 18K Wood. Official No. 98704; Signal Letters.

PARTICULARS OF WATER BALLAST.—Double bottom, aft, length and water capacity in tons. Double bottom, forward length 19' 3" and water capacity in tons 15. Double bottom, under engines and boilers, length and water capacity in tons. If under Engines only, or Boilers only, state which. Double bottom, constructed on the cellular system, length and water capacity in tons. Fore peak tank, water capacity in tons. After peak tank, water capacity in tons. Midship deep tank, length and water capacity in tons. Other tanks, if fitted, length and water capacity in tons. The above tank has been tested as required by the Rules. (If necessary, furnish further information by sketch.) How are the surfaces preserved from oxidation? Inside Portland cement & paint. Outside paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated. In Summer ft. ins. In Winter ft. ins. For Winter in North Atlantic ft. ins. Fresh Water above the centre of disc ft. ins. To top of Wood, Iron or Steel Upper Deck.

The amount of Entry Fee... £ 1 : - - is received by me, 19/6/90. Special ... £ 8 : 8 : - 3/11/1890. Certificate £ : : .

Travelling Expenses, if any £ : : . I am of opinion this Vessel should be Classed *100A1 Steam Trawler. A. Williamson. Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute. Character assigned 100A1 Steam Trawler. It is submitted that this vessel appears eligible for classed 100A1 Steam Trawler, as recommended. L.A.C.P. 18K. W.B. (particulars above) 29/10/90.