

1 or 2 Dks., R.Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

Received at London Office, TUES. 17 SEP 1895

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

Date of completion of Report *12/9/95*

Date, First Survey *Apr 26th*

Port of *Hull*

Last Survey *Sept 9th*

1895

Rig *Beam*

Master *✓*

Year of appointment

(1) As master in service of
owner of present vessel: -18
(2) As master of this
vessel: -18

TONNAGE under
Tonnage Deck... *131.30*
Do. of Poop...
Do. of Raised Or.
Dk. or Break... *2.46*
Do. of Bridge House...
Do. of Forecastle...
Do. of Houses on Deck...
Do. of excess of Hatchways...
Do. above Crown of
Engine Room... *6.67*
Gross Tonnage... *141.43*
Less Crew Space... *11.74*
Less above Crown of
Engine Room...
TONNAGE FOR FEES...
Less Engine Room... *76.83*
Less Navigation Spaces...
Register Tonnage... *52.86*
as cut on Beam...

ONE OR TWO DECKED VESSEL.

CLASS *100A-1.*

FEET.

Half Breadth (moulded) *10.20*
Depth from upper part of Keel to top of Main Deck Bms. *12.33*
Girth of Half Midship Frame (as per Rule) *17.83*
1st Number *40.36*
Length *91.87*
2nd Number *3707*
Proportions—Breadths to Length *4.5*
Depths to Length—Main Deck to top of Keel..... *7.4*

Built at *Beverly*
When built *1895* Launched *10/8/95*
By whom built *Lochran & Cooper*
Owners *The Grimsby Union Steam*
Manager's *Fishing Co. Ltd.*
(Where necessary to be entered in Reg. Book).
Residence
Port belonging to *Grimsby*

Destined Voyage *Fishing*

Surveyed while Building *✓* Afloat, or in Dry Dock

LENGTH on Deck Feet. Inches. *91.87* BREADTH—Feet. Inches. *20.4* DEPTH—Feet. Inches. *11.0* Power of Engines *47* Horse. *47* No. of Decks with Flat laid *one* No. of Tiers of Beams *✓*
Dimensions of Ship per Register, Length, *93.6* breadth, *20.4* depth, *11.0* Moulded Depth, ft. *11* ins. *10* Round of Beam *6* inches.

FRAMING.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	16ths or 20ths in Ship.	Inches per Rule Or as Appro.
Angles, <i>1-1-1</i> Bars, for $\frac{1}{2}$ length amidships	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>
or $\frac{1}{2}$ at each end	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>
Way of Double Bottoms at Solid Floors..	<i>✓</i>			<i>✓</i>			
" " at intermdt. Bkts.	<i>✓</i>			<i>✓</i>			
" of Frames from moulding edge to lining edge, all fore and aft	<i>21</i>			<i>21</i>			
SED FRAME, Angles	<i>2 1/2</i>	<i>2 1/2</i>	<i>4</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>4</i>	
FRAMING, depth of girder	<i>16</i>	<i>x</i>	<i>5</i>	<i>16</i>	<i>x</i>	<i>5</i>	
"S, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>6</i>			<i>6</i>			
Way of Engines and Boilers	<i>5</i>			<i>5</i>			
Thickness at the ends of vessel	<i>as per approved</i>			<i>as per approved</i>			
Depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>as per approved</i>			<i>as per approved</i>			
Height extended at the Bilges	<i>as per approved</i>			<i>as per approved</i>			
TS & BRACKETS, in Cell Dble Bottoms	<i>as per approved</i>			<i>as per approved</i>			
" Distance apart	<i>✓</i>			<i>✓</i>			
E GIRDER, in Double Bottom, depth and thickness	<i>✓</i>			<i>✓</i>			
" Angles, Top	<i>✓</i>			<i>✓</i>			
" " Bottom	<i>✓</i>			<i>✓</i>			
RDERS, number and thickness	<i>✓</i>			<i>✓</i>			
Angles	<i>✓</i>			<i>✓</i>			
IN PLATE, depth (exclusive of flange) and thickness	<i>✓</i>			<i>✓</i>			
Angles	<i>✓</i>			<i>✓</i>			
BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>✓</i>			<i>✓</i>			
" thickness in Engine and Boiler space	<i>✓</i>			<i>✓</i>			
" Remainder in Holds	<i>✓</i>			<i>✓</i>			
8, Main and Raised Quarter Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>8</i>	<i>5</i>	<i>3</i>	<i>8</i>	
Angles on Upper Edge	<i>42</i>			<i>42</i>			
Average space	<i>✓</i>			<i>✓</i>			
8, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>✓</i>			<i>✓</i>			
Angles on Upper Edge	<i>✓</i>			<i>✓</i>			
Average space	<i>✓</i>			<i>✓</i>			
8, Hold, Plate or Tee Bulb	<i>✓</i>			<i>✓</i>			
Angles on Upper Edge	<i>✓</i>			<i>✓</i>			
Average space	<i>✓</i>			<i>✓</i>			
8, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>✓</i>			<i>✓</i>			
Angles on Upper Edge	<i>✓</i>			<i>✓</i>			
Average space	<i>✓</i>			<i>✓</i>			
8, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>✓</i>			<i>✓</i>			
Angles on Upper Edge	<i>✓</i>			<i>✓</i>			
Average space	<i>✓</i>			<i>✓</i>			
8, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>✓</i>			<i>✓</i>			
Angles on Upper Edge	<i>✓</i>			<i>✓</i>			
Average space	<i>✓</i>			<i>✓</i>			
RS, In 'tween Decks, Size and Spacing	<i>✓</i>			<i>✓</i>			
" Hold	<i>2 1/2</i>	<i>42</i>		<i>2 1/2</i>	<i>42</i>		
Quarter, 'tween Dks.,	<i>✓</i>			<i>✓</i>			
" in Hold	<i>✓</i>			<i>✓</i>			
FRAMES, In Fore Body, No. and Spacing	<i>✓</i>			<i>✓</i>			
" " Brdth. & Thickness	<i>✓</i>			<i>✓</i>			
No. of Side Stringers	<i>✓</i>			<i>✓</i>			
FRAMES, In E. & B. Space, No. & Spacing	<i>✓</i>			<i>✓</i>			
" " Brdth. & Thickness	<i>✓</i>			<i>✓</i>			
FRAMES, In After Body, No. and Spacing	<i>✓</i>			<i>✓</i>			
" " Brdth. & Thickness	<i>✓</i>			<i>✓</i>			
No. of Side Stringers	<i>✓</i>			<i>✓</i>			
Size of Angles or Tee Bars to Web Frames	<i>✓</i>			<i>✓</i>			
NET PLATES to Stringers between Frames, Depth and Thickness	<i>✓</i>			<i>✓</i>			

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	16ths or 20ths in Ship.	Inches per Rule Or as Appro.
KEEL, Bar or Side Plates depth and thickness	<i>7 1/2 x 1 1/8</i>			<i>7 1/2 x 1 1/8</i>			
STEM, moulding and thickness	<i>7 1/2 x 1 1/8</i>			<i>7 1/2 x 1 1/8</i>			
STERN-POST for Rudder do. do.	<i>6 x 2 1/2</i>			<i>6 x 2 1/2</i>			
" for Propeller	<i>6 x 2 1/2</i>			<i>6 x 2 1/2</i>			
MAIN PIECE of Rudder, diameter at head...	<i>3 1/2</i>			<i>3 1/2</i>			
do. at heel	<i>2 1/4</i>			<i>2 1/4</i>			
RUDDER, how constructed <i>Forged and plated</i>							
Can the Rudder be unshipped afloat? <i>yes</i>							
KEELSONS AND STRINGERS.							
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>7 1/2 x 7</i>			<i>7 1/2 x 7</i>			
" Rider Plate	<i>✓</i>			<i>✓</i>			
" Bulb Plate to Intercoastal Keelson	<i>✓</i>			<i>✓</i>			
" Horizontal Plates on Floors	<i>✓</i>			<i>✓</i>			
" Angles	<i>4</i>	<i>3</i>	<i>7</i>	<i>4</i>	<i>3</i>	<i>7</i>	
SIDE KEELSON, Angles	<i>✓</i>			<i>✓</i>			
" Bulb or Plate above floors for lng.	<i>✓</i>			<i>✓</i>			
" Intercoastal Plate for length	<i>✓</i>			<i>✓</i>			
" Attached to outside plating with Angle..	<i>✓</i>			<i>✓</i>			
BILGE KEELSON, Angles	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>	
" Bulb or Plate above floors for len.	<i>✓</i>			<i>✓</i>			
" Intercoastal Plate for length	<i>✓</i>			<i>✓</i>			
" Attached to outside plating with Angle..	<i>✓</i>			<i>✓</i>			
BILGE STRINGER Angles	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>	
" Bulb Plate for length	<i>✓</i>			<i>✓</i>			
" Intercoastal Plate for length	<i>✓</i>			<i>✓</i>			
" Attached to outside plating with Angle	<i>✓</i>			<i>✓</i>			
SIDE STRINGER Angles	<i>✓</i>			<i>✓</i>			
" Bulb or Intercoastal Plate for lng.	<i>✓</i>			<i>✓</i>			
" Attached to outside plating with Angle	<i>✓</i>			<i>✓</i>			

Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>20</i>	<i>6</i>	<i>20</i>	<i>6</i>
" Angle on ditto	<i>3 x 3 x 6</i>		<i>3 x 3 x 6</i>	
" Tie Plates fore & aft, outside Hatchways	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>
" Diagonal Tie Plates on Bms., No. of Pairs	<i>✓</i>		<i>✓</i>	
" Main Dk* Iron or Steel for lng.	<i>✓</i>		<i>✓</i>	
" R. Q. Dk* Iron or Steel for lng.	<i>✓</i>		<i>✓</i>	
" Wood Deck, Material & thickness	<i>5 x 3</i>		<i>5 x 3</i>	
Lower Deck Stringer Plate, breadth and thickness	<i>✓</i>		<i>✓</i>	
" Angles on ditto, No.	<i>✓</i>		<i>✓</i>	
" Tie Plates, outside Hatchways	<i>✓</i>		<i>✓</i>	
" Deck* Material and thickness	<i>✓</i>		<i>✓</i>	
Hold Stringer Plate	<i>✓</i>		<i>✓</i>	
" Angles on ditto, No.	<i>✓</i>		<i>✓</i>	
Poop Deck Stringer Plate, breadth & thickness	<i>✓</i>		<i>✓</i>	
" Angle on ditto	<i>✓</i>		<i>✓</i>	
" Tie Plates	<i>✓</i>		<i>✓</i>	
" Deck, Material and thickness	<i>✓</i>		<i>✓</i>	
Bridge Deck Stringer Plate, brdth & thickness	<i>✓</i>		<i>✓</i>	
" Angle on ditto	<i>✓</i>		<i>✓</i>	
" Tie Plates	<i>✓</i>		<i>✓</i>	
" Deck, Material and thickness	<i>✓</i>		<i>✓</i>	
Forecastle Deck Stringer Plate, brdth & thcknss	<i>✓</i>		<i>✓</i>	
" Angle on ditto	<i>✓</i>		<i>✓</i>	
" Tie Plates	<i>✓</i>		<i>✓</i>	
" Deck, Material and thickness	<i>✓</i>		<i>✓</i>	

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

BULKHEADS.

	Number.	Thickness.	Horizontal.	Vertical.	Spacing.	Single or Double Frames.	Height up.
	In Vessel.	Per Rule.	Inches.	Inches.	Inches.		
W.T. BULKHEADS	<i>3</i>	<i>3</i>	<i>4</i>	<i>3-2 1/2-5</i>	<i>3-2 1/2-5</i>	<i>30</i>	<i>double deck</i>
PARTITION	<i>✓</i>						
LONGITUDINAL	<i>✓</i>						

Are the outside Plates doubled two spaces of Frames in length? *yes*

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.				IF LAPED.				
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	Rivets.	Double or Treble and for what Length.	Rivets.	Straps.	If Laped.	Breadth.	For what Length.				
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.													
FLAT PLATE KEEL (If Bar Keel, state Riveting) GARBOARD OR A Strake	30	7	7	7	30	7	Heel	7/8	4 3/8	double	full length								
B "	42	6	6	6	42	6	double	4 1/2	3/4	3									
C "	35	6	6	6	35	6	single	2 1/4	5/8	2 7/8									
D "	40	6	6	6	40	6	"	"	"	"									
E "	35	7	6	6	35	7	"	"	"	"									
F "	42	6	6	6	42	6	"	"	"	"									
G "	30	8	6	6	30	8	double	4 1/2	3/4	3									
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	36			5	36	5	single	2 1/4	5/8	2 7/8	double	5/8	2 1/2	8	6				
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
LENGTHS OF PLATING	7	spaces				6	spaces												

Manufacturer's name or trade mark of the Iron (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. *John Hill & Co.*

Main Stringer Plate Butts, double riveted for full length amidship. Straps, single, double or overlapped for full length amidship.

Butts of Bilge & Side Stringers, and Tie Plates, double or double riveted?

Inner Bottom Plating, riveting of Edges Butts

Centre Girder Butts, riveted. Keelson Butts, riveted.

Frames, riveted through Plates with 5/8" 3/4" Rivets, about 6" 6" apart.

Rivets, state whether of Iron or Steel *Iron*

FRAMES extend in one length from *Heel* to *stern*

REVERSED FRAMES on floors and frames extend from *Bilge to Bilge* and deck alternately in way of hold. Double in way of engine and boiler space.

MASTS, SPARS, &c.

	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Spans.	Butts.
LOWER MASTS	Fore	Wood 42ft 14"									
	Main										
	Mizen	stee 32ft 11"					2				single double
Bowsprit	Wood										
Topmast, Yards and Remainder of Spars	Wood										
Rigging, Material and Size, Shrouds	Wire 3" & 2 1/2"										
Sails	good	one full suit									

EQUIPMENT No. *1* LETTER *10A* TONNAGE FOR TRAWLERS 131.30 Dk. ANCHORS.

Number of Certificate.	Anchors.	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.			
35868	1st Bower	4	2	4	1	0	16	7	0	0	4	1	0	Rodgers	not given	L.P.H.N. 28/1/95
36689	2nd "	4	0	0	1	0	1	6	7	2	4	0	0	"	"	L.P.H.N. 30/7/95
36690	3rd "	2	1	27	0	2	19	5	0	0	2	2	0	"	"	L.P.H.N. 30/7/95
	Collective weight	11	0	3							10	3	0			H. Green
	Stream															
	Kedge															
	2nd Kedge															

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
			Supplied.	Per Rule.									
24528	60	1 5/16	102.21	29.02	25.117	60-45	short not given	L.P.H.N. 2/8/95	TOWLINE	60	5 1/2		60 5 1/2
								H. Green	HAWSER	60	3 1/2		60 3 1/2
									WARP	60	3 1/2		60 3 1/2
	160	3 1/4	test as per rule										

HAWSEERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
			Supplied.	Per Rule.									

Boats *One*

Pumps, Number *Three*

Windlass is *Iron Patent*

Engine Room Skylights.—How constructed? *Leak frame*

What arrangements for deadlights in bad weather? *Solid beam shutter with glass bullseyes*

Coal Bunker Openings.—How constructed? *Cast iron*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Three ports 18" x 9" and six scuppers*

Ceiling in Holds, thickness and material *Plum 2"*

Ceiling 'tween Decks, thickness and material *Plum 2"*

Cargo Hatchways.—How formed? *Iron coaming*

State size No. 1 Hatch (Forward) *2ft dia* No. 2 Hatch *2ft dia* No. 3 Hatch *3' 6" x 3' 6"* No. 4 Hatch *3' 0" x 2' 0"*

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

No. of Breasthooks *3* No. of Crutches *2*

Bulwarks, height above deck and description *Iron 2' 6" high*

Main Rail material and size *Round angle 6 x 3 x 7/16*

The above is a correct description.

Builder's Signature (here only) *Cochran & Cooper*

Surveyor's Signature *A. Williamson*

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

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) *27/4/95 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 facing 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*

General Remarks (State quality of workmanship, &c.) *This vessel is intended for fishing purposes and 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 of the above named date. The pumps and sluice valves are in good working condition. The workmanship is good.*

She is a sister vessel to the S/S "Ursula"—see First Entry Report No. 9936.

The approved sketch forwarded to London. *10/9/95*

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 *7.5* 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) *10A*

Official No. *10A*; 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

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft.	<i>✓</i>		Fore peak tank.	<i>✓</i>	
Double bottom, forward.	<i>✓</i>		After peak tank.	<i>✓</i>	
Double bottom, under Engines and Boilers.	<i>✓</i>		Midship deep tank.	<i>✓</i>	
Double bottom, if under Engines only.	<i>✓</i>		Other tanks, if fitted.	<i>✓</i>	
Double bottom, if under Boilers only.	<i>✓</i>		(If necessary, furnish further information by sketch.)	<i>✓</i>	

State whether the above have been tested as required by the Rules *✓*

Order for Special Survey No. *700*

Date *30/4/95*

Order for Ordinary Survey No. *✓*

Date *✓*

No. *129* in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under S.S. & Sun during construction*

2nd. On the plating during the process of riveting *1895:—Apr. 26 May 9. 13. 20. Jun 7. 10. 19. 21*

3rd. When the beams were in and fastened and before the decks were laid *July 10. 15. 26 Aug 2. 7. 13. 16 27. Sep 2. 9*

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 *18*

The amount of Entry Fee *4* : - - - Fees applied for, *18/5*

Special *8* : - - - Received by me, *7/9/1895*

Certificate *8* : - - -

Travelling Expenses, if any *8* : - - -

I am of opinion this Vessel should be Classed **100H "Steam Trawler."*

With, or without Freeboard, as condition of Class

Committee's Minute

Character assigned *Large Ship. Trawler*

+ 2mc 9.95

TUES. 24 SEP 1895

Hull Certificate.

Writer.

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