

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

IRON OR STEEL STEAMER.

3 AUG. 1898

No. 11909

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

Received at London Office,

Date of completion of Report *12th July 1898*

Port of *Hull*

Date, First Survey *July 26/97*

Last Survey *9th July 1898*

Rig *Ketch*

Survey held at
On the

Hull, S.S. Pointz Castle

Master *W. Watson*

TONNAGE under
Tonnage Deck

150.16

ONE OR TWO DECKED VESSEL.

CLASS *100 A*

FEET.

Year of appointment

(1) As master in service of
owner of present vessel:—18
(2) As master of this
vessel:—1898

Do. of Poop

3.89

Do. of Raised Gr.

Do. of Break.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

7.69

Less Crew Space

161.74

Less above Crown of

17.20

Engine Room

7.69

GE FOR FEES

Engine Room

86.64

Navigation Spaces

5.62

Net Tonnage

52.28

Half Breadth (moulded) *10.33*

Depth from upper part of Keel to top of Main Deck Bms. *12.33*

Girth of Half Midship Frame (as per Rule) *18.00*

1st Number *40.66*

Length on deck from after part of stem to fore part of stern post *104*

2nd Number *4228*

Proportions—Breadths to Length *5.0*

Depths to Length—Main Deck to top of Keel *8.4*

Destined Voyage *Fishing*

Surveyed while Building *Afloat, or in Dry Dock*

TH on Deck as	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with Flat laid
rule	<i>104</i>	<i>—</i>	Moulded	<i>20</i>	<i>8</i>	Top of Floors to top of Main Deck Beams	<i>11</i>	<i>—</i>	<i>One</i>
ions of Ship per Register, Length,	<i>105.2</i>	breadth,	<i>20.75</i>	depth,	<i>11.0</i>	Moulded Depth,	<i>11</i>	ft. <i>10</i> ins.	Round of Beam, Actual <i>6</i> ins.

FRAMING.						FORGINGS AND CASTINGS.					
Inches in Ship						Inches in Ship					
IE, Angles, <i>7.5</i> <i>1.5</i> <i>1.5</i> Bars, for $\frac{1}{2}$ length amidships						KEEL, <i>Built</i> Bar or Side Plates depth and thickness <i>7$\frac{1}{2}$ x 1$\frac{1}{2}$</i>					
for $\frac{1}{2}$ at each end						STEM, moulding and thickness <i>Built</i> <i>7$\frac{1}{2}$ x 1$\frac{1}{2}$</i>					
in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do. <i>6 x 2$\frac{1}{2}$</i>					
" at intermdt. Bkts.						" for Propeller <i>6 x 2$\frac{1}{2}$</i>					
ce of Frames from moulding edge to lding edge, all fore and aft						MAIN PIECE of Rudder, diameter at head <i>3$\frac{1}{2}$</i>					
RSED FRAME, Angles						do. at heel <i>3$\frac{1}{2}$ x 3</i>					
FRAMING, depth of girder						RUDDER, how constructed <i>Single plate</i>					
RS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships						Can the Rudder be unshipped afloat? <i>Yes</i>					
in way of Engines and Boilers						KEELSONS AND STRINGERS.					
thickness at the ends of vessel						CENTRE LINE KEELSON, Vertical Plate above floors, <i>Built</i> <i>7$\frac{1}{2}$</i>					
depth at $\frac{1}{2}$ the half breadth, as per Rule						" Rider Plate					
height extended at the Bilges						" Bulb Plate to Intercoastal Keelson					
RS & BRACKETS, in Cell Dble Bottoms						" Horizontal Plates on Floors					
Distance apart						Angles					
RE GIRDER, in Double Bottom, depth and thickness						SIDE KEELSON, Angles					
Angles, Top						" Bulb or Plate above floors for lng.					
Bottom						" Intercoastal Plate for length					
GIRDERS, number on each side & thickness						" Attached to outside plating with Angle					
Angles						BILGE KEELSON, Angles					
IN PLATE, depth (exclusive of flange) and thickness						" Bulb or Plate above floors for len.					
Angles to Outside Plating						" Intercoastal Plate for length					
BOTTOM PLATING, breadth and thickness of Middle Line Strake						" Attached to outside plating with Angle					
" thickness in Engine and Boiler space						BILGE STRINGER Angles					
" Remainder in Holds						" Bulb Plate for length					
S, Main and Raised Quarter Deck, Angle, Bulb Angle, Plate or Tee Bulb						" Intercoastal Plate for length					
Angles on Upper Edge						" Attached to outside plating with Angle					
Average space						SIDE STRINGER Angles					
S, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						" Bulb or Intercoastal Plate for lng.					
Angles on Upper Edge						" Attached to outside plating with Angle					
Average space						Main and Raised Quarter Deck Stringer Plate, breadth and thickness					
S, Hold, Plate or Tee Bulb						" Angle on ditto					
Angles on Upper Edge						" Tie Plates fore & aft, outside Hatchways					
Average space						" Diagonal Tie Plates on Bms., No. of Pairs					
S, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						" Main Dk* Iron or Steel for lng.					
Angles on Upper Edge						" R. Q. Dk* Iron or Steel for lng.					
Average space						" Wood Deck, Material & thickness					
S, Bridge or Pt. Awng. Deck, Angle, Bulb Angle Plate, or Tee Bulb						Lower Deck Stringer Plate, breadth and thickness					
Angles on Upper Edge						" Angles on ditto, No.					
Average space						" Tie Plates, outside Hatchways					
S, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						" Deck, Material and thickness					
Angles on Upper Edge						Bridge Deck Stringer Plate, brdth & thickness					
Average space						" Angle on ditto					
RS, In 'tween Decks, Size and Spacing						" Tie Plates					
" Hold						" Deck, Material and thickness					
" Quarter, 'tween Dks., "						Forecastle Deck Stringer Plate, brdth & thcknss					
" in Hold						" Angle on ditto					
WEB FRAMES, In Fore Body, No. and Spacing						" Tie Plates					
" No. of Side Stringers						" Deck, Material and thickness					
" Brdth. & Thickness						BULKHEADS.					
WEB FRAMES, In E. & B. Space, No. & Spacing						In Vessel. Per Rule. Thickness.					
" Brdth. & Thickness						STIFFENERS.					
WEB FRAMES, In After Body, No. and Spacing						Horizontal. Vertical. Single or Double Frames. Height up.					
" Brdth. & Thickness						Size. Spacing. Size. Spacing.					
" No. of Side Stringers						Inches. Inches. Inches. Inches.					
" Size of Angles or Tee Bars to Web Frames						W.T. BULKHEADS					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						PARTITION					
						LONGITUDINAL					

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		RIVETING.				
	AMIDSHIP.		FORWARD.		AFT.		BUTTS.		IF LAPPED.		
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	
FLAT PLATE KEEL (Star Keel, state Riveting)											
GARBOARD OR A Strake	30	7	7	7	30	7	Double	4 1/2	3 1/2	Double	4 1/2
State actual thickness in way of Double Bottom.	B	34	6	6	6	39	6	Single	4 1/2	3 1/2	Double
	C	36	6	6	6	36	6	"	"	"	"
	D	36	6	6	6	36	6	"	"	"	"
	E	36	6	6	6	36	6	"	"	"	"
	F	39	6	6	6	39	6	"	"	"	"
Shur	G	30	9	7	7	30	7	Double	4 1/2	3 1/2	Double
	H										
	J										
	K										
	L										
	M										
	N										
	O										
	P										
DOUBLING of Flat Plate Keel											
Length and thickness of Bilges											
Length and thickness of Sheerstrakes											
Length and thickness of Strake below											
POOP SIDES					5	5	Single	2 1/2	5	Double	5
RAISED QUARTER DECK SIDES											
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. *Stockton M. S. Co.; Consett; Moss Steel & Iron Co.; Dorman, Long & Co.; and Hull Forge.*

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 *side stringer to side stringer*. Double from bilge to bilge in *8 ft 13 in* space.

MASTS, SPARS, &c.

LOWER MASTS...	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	<i>Pine pole mast</i>										
Main	<i>Steel</i>	<i>30-0</i>	<i>12-5/8</i>	<i>12-5/8</i>	<i>9-5/8</i>	<i>7-5/8</i>	<i>2</i>			<i>Single</i>	<i>Double</i>
Mizen											

Bowsprit ☒ Yes

Topmasts, *Yards* and Remainder of Spars *Pine*

Rigging, Material and Size, *Shrouds fore 3" & 2 1/2"*

Sails. *One* Suit of *Sails and the following spare sails.*

EQUIPMENT No. *1* LETTER *1* TONNAGE FOR TRAWLERS *150* U.D.K. ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 22			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
<i>19304</i>	<i>1st Bower</i>	<i>4</i>	<i>2</i>	<i>4</i>	<i>1</i>	<i>0</i>	<i>17</i>	<i>7</i>	<i>-</i>	<i>-</i>	<i>4</i>	<i>2</i>	<i>-</i>	<i>Bodgers</i>	<i>Supton</i>	
<i>19302</i>	<i>2nd "</i>	<i>4</i>	<i>-</i>	<i>-</i>	<i>1</i>	<i>-</i>	<i>-</i>	<i>6</i>	<i>7</i>	<i>2</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>"</i>	<i>4 1/2 July 1898</i>	
<i>19303</i>	<i>3rd "</i>	<i>2</i>	<i>2</i>	<i>-</i>	<i>-</i>	<i>2</i>	<i>21</i>	<i>5</i>	<i>-</i>	<i>-</i>	<i>2</i>	<i>2</i>	<i>-</i>	<i>"</i>	<i>C. C. Perrins</i>	
	<i>Collective weight</i>	<i>11</i>	<i>-</i>	<i>-</i>	<i>4</i>	<i>-</i>	<i>-</i>	<i>11</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>"</i>	<i>"</i>	

Stream ☒ Yes

Kedge ☒ Yes

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE.		Test per Certificate.	Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	HAWSERS AND WARPS.	
			Supplied.	Per Table 22.						Material.	Fathoms.
<i>18074</i>	<i>75 1/2</i>	<i>5/8</i>	<i>21, 10 1/2</i>	<i>36-1</i>	<i>18</i>	<i>36-2</i>	<i>10</i>	<i>75</i>	<i>15</i>	<i>Close John Green</i>	<i>4 1/2 July 1898</i>
										<i>Builders attention called to slight deficiency in weight.</i>	<i>Supton</i>
										<i>Iron wire</i>	<i>C. C. Perrins</i>

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Boats. *One*

Pumps, Number *in fore peak, 2 in hold, 6 in 6 room* Diameter of Barrel *6 1/4* State whether they are in efficient working order *Yes*

Windlass is *Iron patent* Capstan ☒ Yes

Engine Room Skylights. How constructed? *Teak on iron coverings.*

What arrangements for deadlights in bad weather? *Bull's eyes in teak shutters.*

Coal Bunker Openings. How constructed? *Cast iron, vented.* How are lids secured? *Bayonet fitting.* Height above deck? *Nil.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *On each side, 6 scuppers, and 3 ports 18x9.*

Ceiling in Holds, thickness and material *2" pine* Ceiling 'tween Decks, thickness and material ☒ Yes

Cargo Hatchways. How formed? *Of plates and angles.*

State size No. 1 Hatch (Forward) *2-0 dia. x 12* No. 2 Hatch *3-4 x 2-0 x 12* No. 3 Hatch *3-4 x 4-0 x 12* No. 4 Hatch *2-6 x 2-6 x 12*

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

No. of Breasthooks *Three* No. of Crutches *Two*

Bulwarks, height above deck and description *2-6. Iron plating.* Main Rail, material and size *Built angle 6 1/2 x 3 x 3/8*

The above is a correct description. *Yes*

Builder's Signature (here only) *Corn Waller Semmell* Surveyor's Signature *J. Thomson* 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) *13th Aug. 1897. 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*

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? *Yes* State results of tests *Satisfactory.*

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? *Yes* State results of tests *Satisfactory.*

General Remarks (State quality of workmanship, &c.) *The workmanship throughout is good. This vessel is built in accordance with the approved midship section forwarded to London on the 12th July 1898, the Secretary's letter referred to above, and in general conformity with the Rules for the class contemplated.*

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *20* ft., R.Q.D. or Break *20* ft., Bridge Dk. *1* ft., F'castle *1* 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) *1 Dk.*

Official No. *208*; Signal Letters *1 Dk.*

How are the surfaces preserved from oxidation? Inside *By cement and paint.* Outside *By 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 ☒ Yes

Order for Special Survey No. *569* *1897: July 26 Aug. 5. 12. Sep. 20. Oct. 4. 19. Dec. 2. 8. 17 1898: Jan. 11. 19. 24. Feb. 3. 11. 17. Mar. 12. 21. Jun. 16*

Date *19/8/97* *June 27. July 2. 9.*

No. *208* in builder's yard

DATE OF SURVEY held while building

The amount of Entry Fee *£ 1 - - -* Fees applied for, *12/7/1898*

Special *£ 7 - - -* Received by me *11. 8. 1898*

Certificate *£ - - -*

Travelling Expenses, if any *£ - - -*

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *100 A 1. Tm. Trawler*

With or without Freeboard, as condition of Class *With*

Committee's Minute *100 A 1*

Character assigned *Tm. Trawler*

Wm. Bldrs

Dr. Bldrs

1 Dk

Copy to Hull

J. Thomson

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