

IRON OR STEEL SHIP.

(Received at London Office, THURS 24 JULY 1890)

2 Sup

No. 121 Survey held at Middlebrough Date, First Survey Jan 24-90 Last Survey July 14th 1890
On the Screw Steam Trawler **DARTMOUTH** Rig Ketch

TONNAGE under Tonnage Deck 131.00
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk.
Do. of Peep Light Air 4.06
Do. of Raised Or. 4.26
Bridge House
Houses on Deck
Excess of Hatchways
Forecastle
is Tonnage 139.32
Crew Space 14.48
Engine Room
ster Tonnage
cut on Beam 37.53

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) 10.00
Depth from upper part of Keel to top of Upper Deck Beams 12.33
Girth of Half Midship Frame (as per Rule) 17.62
1st Number 39.95
1st Number, if a 3-Decked Vessel deduct 7 feet ✓
Length 94.0
2nd Number 37.55
Proportions Breadth to Length 4.7
Depth to Length—Upper Deck to Keel ✓
Main Deck ditto 7.6

Master John Brooke
Year of appointment 1890
Built at Middlebrough
When built 1890 Launched May 20th 90
By whom built W. Harries Sons
Owners Western Steam Trawling Co
Managers
(If desired to be entered in Reg. Book.)
Residence Bristol
Port belonging to Bristol
Destined Voyage Fishing
X Surveyed while Building, Afloat, or in Dry Dock.

NGTH 1 deck as per Rule 94 0 **BREADTH**—Moulded 20 0 **DEPTH** top of Floors to Upper Deck Beams 14 0 **Power of Engines** 40 **Horse** 140 **N° of Decks with flat laid** 1 **N° of Tiers of Beams** 1

Dimensions of Ship per Register, length, 95.5 breadth, 20.1 depth, 10.75 Moulded depth 11.10²

KEEL, depth and thickness Bulb Iron 7¹/₂ x 1¹/₂
PLATE, moulding and thickness... do 7¹/₂ x 1¹/₂
STEERN POST for Rudder do. do. 6 x 2¹/₂
" " for Propeller 21
Distance of Frames from moulding edge to moulding edge, all fore and aft 21 (Class 100A)

FRAMES, Angle Iron, for length amidships 3 2¹/₂ 6 3 2¹/₂ 6
Do. for at each end 2¹/₂ 2¹/₂ 4 2¹/₂ 2¹/₂ 4
REVERSED FRAMES, Angle Iron 16 5 16 5
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 16 5 16 5
" thickness at the ends of vessel 16 5 16 5
" depth at 3/4 the half bath, as per Rule 16 5 16 5
" height extended at the Bilges 16 5 16 5

BEAMS, Upper, Spar, or Awning Deck 5¹/₂ 3 9 5¹/₂ 3 9
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5¹/₂ 3 9 5¹/₂ 3 9
Single or double Angle Iron on Upper edge 5¹/₂ 3 9 5¹/₂ 3 9
Average space... 42 42
BEAMS, Main, or Middle Deck 42 42
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 42 42
Single or double Angle Iron on Upper edge 42 42
Average space... 42 42

BEAMS, Hold, or Orlop 42 42
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 42 42
Single or double Angle Iron on Upper edge 42 42
Average space... 42 42
KEELSONS Centre line, single or double plates 8 8 8 8
" Rider Plate 8 8 8 8
" Bulb Plate to Intercoastal Keelson 8 8 8 8
" Angle Irons 4 3 8 4 3 8
" Double Angle Iron Side Keelson 4 3 8 4 3 8
" Side Intercoastal Plate 4 3 8 4 3 8
" do. Angle Irons 4 3 8 4 3 8
" Attached to outside plating with angle iron 4 3 8 4 3 8

BILGE Angle Irons 3 3 6 3 3 6
" do. Bulb Iron 3 3 6 3 3 6
" do. Intercoastal plates riveted to plating for length 3 3 6 3 3 6
BILGE STRINGER Angle Irons 3 3 6 3 3 6
Intercoastal plates riveted to plating for length 3 3 6 3 3 6
SIDE STRINGER Angle Irons 3 3 6 3 3 6

The **FRAMES** extend in one length from Keel to Gumwale Riveted through plates with 5 in. Rivets, about 5 apart.
The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to Deck and to Side stringer 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 5 ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.
" Butts of Garboards at Bilge for 1/2 length, double riveted with Butt Straps 7/8 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
" Butts of Main Stringer Plate, double riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting 6 diam Breadth of laps of plating in single riveting 3 diam
Butt Straps of Keelsons, Stringer and Tie Plates, double, double or single Riveted 1 No. of Breasthooks, 2 Crutches, deep from
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Brown Ship Plate &c
Manufacturer's name or trade mark, Palmer C. Crossett
The above is a correct description.
Builder's Signature, W. M. Williams Surveyor's Signature, W. M. Williams
Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1 for Iron or Steel

State clearly where plating is of alternate thickness—as distinguished from distinguished thickness at ends of vessel.

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

Do the edges of the carvel work and 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*
to plate, &c., conform well to each other? *Yes*
from the faying surfaces? *Yes*
Do the holes for riveting plate to frames, butt straps, or plating, &c., are sufficient in size and length. If of Iron or Steel give scantlings of plates and Angle Irons, mode of riveting, quality of Material, and if stamped with Maker's name. *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 *Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give scantlings of plates and Angle Irons, mode of riveting, quality of Material, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit

Number for Equip- ment	Letter for de.	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Machine where Tested Superintendent, also Name of Anchor Maker.
		Number of Certificate.	Fathoms.	Inches.								
N ^o .	SAILS.	<i>10956</i>	<i>60</i>	<i>3/8</i>	<i>20 3/8</i>	<i>60 x 8</i>	<i>Supton</i>	<i>12572</i>	<i>4.3.21</i>	<i>7.7.2.0</i>	<i>4 3/4</i>	<i>Supton</i>
	Fore Sails,	<i>H. Parker</i>	<i>16</i>	<i>3/8</i>	<i>20 3/8</i>	<i>60 x 8</i>	<i>ER. Sait</i>	<i>12437</i>	<i>4.0.11</i>	<i>6.10.0.0</i>	<i>4</i>	<i>ER. Sait</i>
	Fore Top Sails,						<i>Supt</i>					
	Fore Topmast Stay Sails,											
	Main Sails,											
	Main Top Sails,											
	and quality											
	Warp											

Standing and Running Rigging *Wire & Manilla* sufficient in size and *good* in quality. She has *1* *long* Boat and
The Windlass is *Iron* Capstan *✓* and Rudder *Iron* Pumps *Iron*
Engine Room Skylights. How constructed? *Plate coming, team top* How secured in ordinary weather? *Solid tank top with thick glass lights*
What arrangements for deadlights in bad weather?
Coal Bunker Openings. How constructed? *plate coming* How are lids secured? *battens & cleats* Height above deck? *9" +*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *flush cast into deck. - - - - - flush*
Cargo Hatchways. How formed? *plate coming 9" high* Hatches, If strong and efficient? *22 solid*
State size Main Hatch *3' 6" x 3' 10"* Fore hatch *3' 5" x 3' 10"* Quarter hatch *✓*
If of extraordinary size, state how framed and secured... *✓* What arrangement for shifting beams? *✓*

Order for Special Survey No. *11440* Date *Nov. 15th 1889*
Order for Ordinary Survey No. *✓* Date *✓*
No. *123* in builder's yard. DATES of Surveys held while building as per Section 18.
State dates of letters respecting this case *Nov. 13th - 16th 1889 M.*
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
Built under Special Survey
1st visit Jan'y 29th 1890
lost - July 14th 1890 Total No. of Visits *2*

General Remarks (State quality of workmanship, &c.)
Built in accordance with the approved plans & the rules for Iron vessels. Workmanship and materials are good

How are the surfaces preserved from oxidation? Inside *Cement in bottom, Paint above* Outside *Paint*
Particulars for Record in R.B.—Length of Poop *✓* ft., R.Q.D. *14 1/2* ft., Bridge Dk., *✓* ft., F'castle *✓* ft.; No. of Dks. (excluding spar, awn., &c.) *1* ft. of stays
Material of dks. *Pine* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *1* rules
Official No. *95765* Signal Letters *+* If double bottom, state particulars on separate form.
I am of opinion this Vessel should be Classed *+ 100 A 1 Steam Trawler*
The amount of the Entry Fee *£ 1* is received by me, *R.H.J.*
Special *£ 6* *5* *23* *4* *1890* *H.M. Williams*
(to be sent in margin). Certificate ...
Committee's Minute
Character assigned *Sub 6190*
La scip

TUES 29 JULY 1890
100A1 Steam Trawler
MD B74014
It is submitted that this vessel appears eligible to be Classed 100. A. 1. Steam Trawler as recommended.
15th *24/7/90*

Certificate to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)