

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

IRON OR STEEL STEAMER.

No. 16618

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

Received at London Office, **1 FEB 21 1905**

Date of completion of Report **20 Feb. 1905**

Date, First Survey **Oct. 11/04**

Port of Hull

Last Survey **Feb. 10th 1905**

Rig **Ketch.**

Survey held at **Silley**

On the **Steam Trawler "NAUTILUS"**

TONNAGE under Tonnage Deck... **238.45**

Do. of Poop **11.50**

Do. of Raised Qr. **1.97**

Do. of Bridge House **3.52**

Do. of Forecastle Deck for **1.97**

Do. of Houses on Deck **3.52**

Do. of excess of Hatchways **1.97**

Do. above Crown of Engine Room **255.44**

Gross Tonnage **222.61**

Less Crew Space **232.83**

Less above Crown of Engine Room **129.20**

TONNAGE FOR FEES **5.22**

Less Engine Room **98.41**

Less Navigation Spaces

ONE ~~OR TWO~~ DECKED VESSEL.

CLASS **100 A1** Steam Trawler.

Master **✓**

Year of appointment **(1) As master in service of owner of present vessel: 19**

Built at **Silley.**

When built **1905** Launched **24 Decr 1904**

By whom built **Cochran & Sons.**

Owners **H. P. Aspinallagh.**

Managers

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

Residence **Ostend.**

Port belonging to **Ostend.**

Half Breadth (moulded) **10.95**

Depth from upper part of Keel to top of Main Deck Bms. **14.29**

Birth of Half Midship Frame (as per Rule) **20.83**

1st Number **46.07**

Length on deck from after part of stem to fore part of stern post **118.9**

2nd Number **5486**

Proportions—Breadths to Length **5.4**

Depths to Length—Main Deck to top of Keel **8.3**

Destined Voyage **Ostend**

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

LENGTH on Deck as per Rule **118** Feet. **10 1/2** Inches. BREADTH—Moulded **21** Feet. **10 1/2** Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams **12** Feet. **11 1/2** Inches. No. of Decks with Flat laid **One** No. of Tiers of Beams **One**

Dimensions of Ship per Register, Length, **120.0** breadth, **22.0** depth, **13.0** Moulded Depth, **13** ft. **10** ins. Round of Beam, Actual **5 1/2** ins.

| FRAMING. | | | | FORGINGS AND CASTINGS. | | | |
|--|-----------------|----------------|---------------------------------|--|-----------------|--------------------------|---------------------------------|
| Inches in Ship. | Inches in Ship. | 16ths in Ship. | Inches per Rule Or as Approved. | Inches in Ship. | Inches in Ship. | 16ths in Ship. | Inches per Rule Or as Approved. |
| FRAME, Angles, 7 x 1 1/2 Bars, for 1/2 length amidships | | | | KEEL, Bar 7 x 1 1/2 depth and thickness | | | |
| Do. for 1/2 at each end | 3 | 2 1/2 | 5 | 3 | 2 1/2 | 5 | 7 x 1 1/2 |
| Do. in way of Double Bottoms at Solid Floors. | 3 | 2 1/2 | 5 | 3 | 2 1/2 | 5 | 8 x 2 |
| Spacing of Frames from centre to centre | 20 | | 20 | STERN-POST for Rudder do. do. | | | 6 x 3 |
| REVERSED FRAME, Angles | 2 1/2 | 2 1/2 | 4 | 2 1/2 | 2 1/2 | 4 | 6 x 3 |
| DEEP FRAMING, depth of girder | | | | | | | 4 1/2 |
| FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships | 16 | | 16 | | | | 3 x 2 1/2 |
| Do. in way of Engines and Boilers | | | 7 | | | | |
| thickness at the ends of vessel | | | 5 | | | | |
| depth at 1/2 the half breadth, as per Rule | | | | | | | |
| height extended at the Bilges | | | | | | | |
| FLOORS & BRACKETS, in Cell Dble Bottoms | | | | | | | |
| state if flanged (top & bottom) | | | | | | | |
| Spacing | | | | | | | |
| CENTRE GIRDER, in Double Bottom, depth and thickness | | | | | | | |
| Angles, Top | | | | | | | |
| Bottom | | | | | | | |
| SIDE GIRDERS, number on each side & thickness | | | | | | | |
| state if flanged (top & bottom) | | | | | | | |
| Angles | | | | | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | | | | | | | |
| Angles to Outside Plating | | | | | | | |
| Floors | | | | | | | |
| Height of Floors at the Bilges | | | | | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | | | | |
| thickness in Engine and Boiler space | | | | | | | |
| Remainder in Holds | | | | | | | |
| BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | 5 | 3 | 8 | 5 | 3 | 8 | |
| Angles on Upper Edge | | | | | | | |
| Spacing | | | | | | | |
| BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | |
| Angles on Upper Edge | | | | | | | |
| Spacing | | | | | | | |
| BEAMS, Hold, Plate or Tee Bulb | | | | | | | |
| Angles on Upper Edge | | | | | | | |
| Spacing | | | | | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | |
| Angles on Upper Edge | | | | | | | |
| Spacing | | | | | | | |
| BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb | | | | | | | |
| Angles on Upper Edge | | | | | | | |
| Spacing | | | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | 5 | 3 | 8 | 5 | 3 | 8 | |
| Angles on Upper Edge | | | | | | | |
| Spacing | | | | | | | |
| PILLARS, In 'tween Decks, Size and Spacing | | | | | | | |
| Hold | 2 1/2 | | 2 1/2 | | | | |
| Quarter, 'tween Dks., | | | | | | | |
| in Hold | | | | | | | |
| WEB FRAMES, In Fore Body, No. and Spacing | | | | | | | |
| Brdth. & Thickness | | | | | | | |
| No. of Side Stringers | | | | | | | |
| WEB FRAMES, In E. & B. Space, No. & Spacing | | | | | | | |
| Brdth. & Thickness | | | | | | | |
| WEB FRAMES, In After Body, No. and Spacing | | | | | | | |
| Brdth. & Thickness | | | | | | | |
| No. of Side Stringers | | | | | | | |
| Size of Angles or Tee Bars to Web Frames | | | | | | | |
| BRACKET PLATES to Stringers between Web Frames, Depth and Thickness | | | | | | | |
| BULKHEADS. | | | | STIFFENERS. | | | |
| In Vessel. | Per Rule. | Thickness. | | Horizontal. | Vertical. | Single or Double Frames. | Height up. |
| W.T. BULKHEADS | 4 | 4 | 4 | 3 x 2 1/2 | 5/16 | 30 | 48 |
| PARTITION | | | | | | | |
| LONGITUDINAL | | | | | | | |
| Are the outside Plates doubled two spaces of Frames in length? Yes | | | | | | | |
| Are the Stave Valves and Watertight Doors in efficient working order? Yes | | | | | | | |

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| STRAKES. | AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | SEAM EDGES. | | | | BUTTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | AMIDSHIP. | | FORWARD. | | AFT. | | Ordinary. | | Double or Triple. | | RIVETS. | | STRAPS. | | IF LAPPED. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Single or Double. | Breadth of Lap. | Diam. | Spacing or to cr. | Diam. | Spacing or to cr. | Breadth. | Thickness. | Breadth. | Thickness. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FLAT PLATE KEEL (If Bar Keel, state Riveting) | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GARBOARD OR A STRAKE | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State actual thickness in way of Double Bottom. | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| G | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| K | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| O | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DOUBLING OF FLAT PLATE KEEL | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Bilges | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Sheerstrakes | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Length and thickness of Strake below | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POOP SIDES | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RAISED QUARTER DECK SIDES | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRIDGE SIDES | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FORECASTLE SIDES | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LENGTHS OF PLATING | 32 7 7 7 32 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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.? Mild steel. South Durham S. & C. Co., Consett. | | | | | | | | | | Main Stringer Plate Butts, riveted for full length amidship. Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? J. & D. Inner Bottom Plating, riveting of Edges Butts. Centre Girder Butts, riveted. Keelson Butts, riveted. Frames, riveted through Plates with 2 1/2 in. Rivets, about 5 apart. Rivets, state whether of Iron or Steel Iron | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FRAMES extend in one length from Keel to Gunwale REVERSED FRAMES on floors and frames extend from centre to bilge stringer and deck ultimately in way of hold and R.Q.D. | | | | | | | | | | state if ordinary or joggled. Ordinary state if ordinary or joggled. Ordinary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MASTS, SPARS, &c. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | Material. | Total length. | DIAMETER AND THICKNESS. | | | No. of Plates in round. | ANGLES. | | RIVETING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | At Partners. | Heel. | Hounds. | | Head. | Number. | Size. | Seams. | Butts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Mizen | Steel | 26-0 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bowsprit ✓ Topmasts, ✓ and Remainder of Spars P. Pine Riggers, Material and Size, Shrouds Steel wire 3 1/2", 2 1/2" Sails, One Suit of Sails and the following spare sails ✓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| ANCHORS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Cwts. | qrs. | | | | lbs. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52670 | 1st Bower | 5 | 2 | 19 | 1 | 1 | 20 | 8 | 0 | 2 | 14 | 5 | 2 | 0 | Rodgers | 9000 LPH | 15-11-04 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52671 | 2nd " | 5 | 1 | 0 | 1 | 1 | 7 | 7 | 11 | 3 | 14 | 5 | 0 | 0 | " | " | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27291 | 3rd " | 4 | 2 | 0 | 1 | 0 | 2 | 6 | 17 | 2 | 0 | | | | Ironmasters | " | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52669 | Stream | 2 | 3 | 6 | 0 | 3 | 4 | 5 | 7 | 2 | 0 | 2 | 3 | 0 | Rodgers | 9000 LPH | 15-11-04 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| CHAIN CABLES. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| HAWSERS AND WARPS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Boats **Two.**
Pumps, Number **Four.** Diameter of Barrel **6 and 4** State whether they are in efficient working order **Yes.**
Windlass is by **Cochrane & Sons.** Capstan **✓**
Engine Room Skylights.—How constructed? **of Iron.**
What arrangements for deadlights in bad weather? **Teak flaps and bullseyes.**
Coal Bunker Openings.—How constructed? **Cast iron rings.** How are lids secured? **Keyed.** Height above deck? **3 feet.**
Number of Scuppers, and number and dimensions of Freeing Ports, &c. **On each side, 4 Scuppers. 4 Freeing Ports 18" x 9".**
Ceiling in Holds, thickness and material **2" pine.** Ceiling 'tween Decks, thickness and material **✓**
Cargo Hatchways.—How formed? **Plates and angles.** Hatches.—If strong and efficient? **Yes.**
State size No. 1 Hatch (Forward) **2' 6" x 3' 5".** No. 2 Hatch **2' 6" x 3' 5".** No. 3 Hatch **3' 5" x 3' 5".** No. 4 Hatch **2' 6" x 3' 5".**
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch **✓**
No. of Breasthooks **Four.** No. of Crutches **14 deep floors.**
Bulwarks, height above deck and description **3' 0" 5/16 steel.** Main Rail and Stays, material and size. **6 1/2 x 3 x 3/16 steel B.A.**
The above is a correct description.
Builder's Signature (here only) **Cochrane & Sons** Surveyor's Signature **Allison B. Wilson.**
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) **6-10-04 29-11-04 M. 6-10-04**

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)? **Traverse** State results of tests **✓**
Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? **Traverse** State results of tests **✓**
General Remarks (State quality of workmanship, &c.) **Workmanship good.**
This vessel has been built in accordance with the approved plans, the Secretary's letter of the above date and in general conformity to the Rules for the class contemplated.
Accompanying this report, Plans of Midship Section, Profile and Decks, Pumping Arrangements, Report on ships forgings, and a letter from the Owners in reference to the weight of the chain cables.

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 **45-25** ft., Bridge Dk. **✓** ft., F'castle **20-0** 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. **✓**; Signal Letters **✓**
How are the surfaces preserved from oxidation? Inside **Portland Cement and Paint** Outside **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 **✓**

Order for Special Survey No. **1437** **1904: Oct. 11. 20. 28 Nov. 3. 11. 21. Dec. 2. 12. 23. 1905: Jan. 9. 19. 20 Feb. 9. 10.**
Date **11/10/04**
No. **334** in builder's yard
DATES of Surveys held while building
Total No. of Visits **14**

The amount of Entry Fee **£ 2 : : :** Fees applied for, **20/2/1905**
Special **£ 11 : 13 : -** Received by me, **23/2/05**
Travelling Expenses, if any **£ 1 : 8 : 1** **22. 219. 43-**
State whether the Vessel has been built under Special Survey **Yes**
I am of opinion this Vessel should be Classed **100A1 "Steam Trawler"**
With, or without Freeboard, as condition of Class **Without.**
Allison B. Wilson.
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **FRI. 24 FEB. 1905**
Character assigned **100A1 (Steel) Steam Trawler**
Lloyds 2260 12m 6.2 03

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