

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

IRON OR STEEL STEAMER.

No. 20675

State if Report is also sent on the Machinery of the Vessel. *Yes*
Date of completion of Report *16th November 1905*

Received at London On *17 NOV 1905*

Survey held at *Goole*
On the *Steam Trawler*

Date, First Survey *June 16th 1905*
Rig *Ketch*

Port of *Hull*
Last Survey *Nov 7th 1905*

TONNAGE under Tonnage Deck... *281.89*
Do. of Poop
Do. of Raised Qr. *18.20*
Dk. or Break...
Do. of Bridge House
Do. of Forecastle *14.61*
Do. of Houses on Deck *12.97*
Do. of excess of Hatchways
Do. above Crown of Engine Room...
Gross Tonnage *324.67*
Less Crew Space *34.61*
Less above Crown of Engine Room...
TONNAGE FOR FEES... *291.06*
Less Engine Room *150.38*
Less Navigation Spaces *10.53*
Register Tonnage as cut on Beam... *130.15*

ONE OR TWO DECKED VESSEL.
CLASS *100 A1* "Steam Trawler."
Half Breadth (moulded) *12.00*
Depth from upper part of Keel to top of Main Deck Bms. *14.00*
Girth of Half Midship Frame (as per Rule) *20.75*
1st Number *46.75*
Length on deck from after part of stem to fore part of stern post *138.79*
2nd Number *64.88*
Proportions—Breadths to Length *5.78*
Depths to Length—Main Deck to top of Keel... *9.91*
Destined Voyage *Fishing*

Master *John Dier*
Year of appointment (1) As master in service of owner of present vessel:—19
(2) As master of this vessel:—19
Built at *Goole*
When built *1905* Launched *28th Sept.*
By whom built *Goole Shipbuilding & Rep. Co. Ltd.*
Owners *The Devon Steam Trawling Co. Ltd.*
Managers
(Where necessary to be entered in Reg. Book.)
Residence *Glentworth*
Port belonging to *Glentworth*
If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck as per Rule... *138* Feet. *9 1/2* Inches. BREADTH—Moulded... *24* Feet. *0* Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams... *12* Feet. *8* Inches. No. of Decks with Flat laid *One* No. of Tiers of Beams *One*
Dimensions of Ship per Register, Length, *141-0* breadth, *24-1* depth, *12-67* Moulded Depth, *13* ft. *6* ins. Round of Beam, Actual *6* ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship	Inches in Ship	16ths in Ship	Inches per Rule	Inches per Rule		Inches in Ship	Inches in Ship	16ths in Ship	Inches per Rule	Inches per Rule
FRAME, Angles, <i>7</i> or <i>8</i> Bars, for $\frac{1}{2}$ length amidships	<i>4</i>	<i>3</i>	<i>8</i>	<i>4</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>7 1/2 x 1 1/2</i>	<i>7 1/2 x 1 1/2</i>	<i>7 1/2 x 1 1/2</i>	<i>7 1/2 x 1 1/2</i>	<i>7 1/2 x 1 1/2</i>
Do. for $\frac{1}{2}$ at each end						STEM, moulding and thickness	<i>7 1/2 x 1 1/2</i>	<i>7 1/2 x 1 1/2</i>	<i>7 1/2 x 1 1/2</i>	<i>7 1/2 x 1 1/2</i>	<i>7 1/2 x 1 1/2</i>
Do. in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do.	<i>7 x 4</i>	<i>7 x 4</i>	<i>7 x 4</i>	<i>7 x 4</i>	<i>7 x 4</i>
Spacing of Frames from centre to centre	<i>21</i>	<i>21</i>				MAIN PIECE of Rudder, diameter at head...	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>
REVERSED FRAME, Angles	<i>Flown flanged</i>	<i>4</i>	<i>4</i>			do. at heel...	<i>3 1/4 x 3</i>	<i>3 1/4 x 3</i>	<i>3 1/4 x 3</i>	<i>3 1/4 x 3</i>	<i>3 1/4 x 3</i>
DEEP FRAMING, depth of girder						RUDDER, how constructed <i>Forged iron frame, 2 plates.</i>					
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>16</i>	<i>6</i>	<i>16</i>	<i>6</i>		Can the Rudder be unshipped afloat? <i>Yes</i>					
in way of Engines and Boilers		<i>8</i>		<i>8</i>							
thickness at the ends of vessel		<i>6</i>		<i>6</i>		KEELSONS AND STRINGERS.					
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>Straight across</i>					CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
height extended at the Bilges	<i>plan</i>					do. Rider Plate					
FLOORS & BRACKETS, in Cell Dble Bottoms						do. Bulb Plate to Intercoastal Keelson					
state if flanged (top & bottom)						do. Horizontal Plates on Floors					
Spacing						do. Angles (<i>2 Bulb Angles</i>)	<i>7</i>	<i>3</i>	<i>8</i>	<i>7</i>	<i>3</i>
CENTRE GIRDER, in Double Bottom, depth and thickness						SIDE KEELSON, Angles					
Angles, Top						do. Bulb or Plate above floors for lng.					
Bottom						do. Intercoastal Plate for length					
SIDE GIRDERS, number on each side & thickness						do. Attached to outside plating with Angle	<i>6 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>
state if flanged (top & bottom)						BILGE KEELSON, Angles (<i>One</i>)	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>
Angles						do. Bulb or Plate above floors for lng.					
MARGIN PLATE, depth (exclusive of flange) and thickness						do. Intercoastal Plate for length					
Angles to Outside Plating						do. Attached to outside plating with Angle	<i>6 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>
Floors						BILGE STRINGER Angles					
Height of Floors at the Bilges						do. Bulb Plate for length					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						do. Intercoastal Plate for length					
thickness in Engine and Boiler space						do. Attached to outside plating with Angle	<i>6 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>
Remainder in Holds						SIDE STRINGER Angles (<i>One</i>)	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>8</i>	<i>6</i>	<i>3</i>	do. Bulb or Intercoastal Plate for lng.					
Angles on Upper Edge						do. Attached to outside plating with Angle					
Spacing	<i>42</i>		<i>42</i>			Main and Raised Quarter Deck Stringer	<i>50</i>	<i>6</i>	<i>50</i>	<i>6</i>	
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						do. breadth and thickness					
Angles on Upper Edge						do. Angle on ditto	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>	<i>6</i>	
Spacing						do. Tie Plates, outside Hatchways	<i>12</i>	<i>6</i>	<i>12</i>	<i>6</i>	
BEAMS, Hold, Plate or Tee Bulb						do. Diagonal Tie Plates on Bms., No. of Pairs					
Angles on Upper Edge						do. Main Dk* Iron or Steel for lng.					
Spacing						do. R. Q. Dk* Iron or Steel for lng.		<i>6</i>		<i>6</i>	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						do. Wood Deck, Material & thickness <i>P. Pin</i>	<i>3</i>		<i>3</i>		
Angles on Upper Edge						Lower Deck Stringer Plate, breadth and thickness					
Spacing						do. Angles on ditto, No.					
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb						do. Tie Plates, outside Hatchways					
Angles on Upper Edge						do. Deck* Material and thickness					
Spacing						Hold Stringer Plate					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>8</i>	<i>6</i>	<i>3</i>	do. Angles on ditto, No.					
Angles on Upper Edge						Poop Deck Stringer Plate, breadth & thickness					
Spacing	<i>42</i>		<i>42</i>			do. Angle on ditto					
PILLARS, In 'tween Decks, Size and Spacing						do. Tie Plates					
Hold						do. Deck, Material and thickness					
Quarter, 'tween Dks.,	<i>2 1/2</i>	<i>As arranged</i>				Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness					
in Hold						do. Angle on ditto					
WEB FRAMES, In Fore Body, No. and Spacing						do. Tie Plates					
do. Brdth. & Thickness						do. Deck, Material and thickness					
No. of Side Stringers						Forecastle Deck Stringer Plate, brdth & theknss	<i>42</i>	<i>6</i>	<i>42</i>	<i>6</i>	
WEB FRAMES, In E. & B. Space, No. & Spacing						do. Angle on ditto	<i>3 x 2 1/2</i>	<i>6</i>	<i>3 x 2 1/2</i>	<i>6</i>	
do. Brdth. & Thickness						do. Tie Plates	<i>6 1/2</i>	<i>6</i>	<i>6 1/2</i>	<i>6</i>	
No. of Side Stringers						do. Deck, Material and thickness <i>P. Pin</i>	<i>3</i>		<i>3</i>		
Size of Angles or Tee Bars to Web Frames						BULKHEADS.					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						Number.					
						In Vessel	Per Rule	Thickness.	Horizontal.	Vertical.	Single or Double Frames.
								16ths in Ship	Size.	Spacing.	Height up
								Inches.	Inches.	Inches.	
						W.T. BULKHEADS	<i>4</i>	<i>4</i>	<i>6</i>	<i>3 x 3 x 6 1/2</i>	<i>48</i>
						PARTITION					<i>30</i>
						LONGITUDINAL,					

PLATING.										RIVETING.																																																																					
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.																																																																
STRAKES.					AMIDSHIP.					Single or Double.					RIVETS.																																																																
Breadth, Thickness, Thickness, Thickness.					Breadth, Thickness, Thickness, Thickness.					Single or Double, Breadth of Lap, Diam., Spacing, or to cr. Length.					Double or Triple and for what Length, Diam., Spacing, or to cr. Length, Breadth, Thickness, Breadth, For what Length.																																																																
FLAT PLATE KEEL (If Bar Keel, state Riveting)					Bar Keel					1 1/2 5 3/8					Full 2 1/2 2 1/2 9 7 1/2																																																																
GARBOARD OF A STRAKE					42 9 9 9 42 9					Double 4 1/2 2 3					Full 2 1/2 2 1/2 9 7 1/2																																																																
State actual thickness in way of Double Bottom.					7 6 6 7 7 7 7 7 7 7					" " " " " " " " " " " "					" " " " " " " " " " " "																																																																
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FORECASTLE SIDES					6																																																																										
LENGTHS OF PLATING					Run frame spaces					Double																																																																					
<p>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.?</p> <p>South Durham, Consett, Dorman Long & Co. Ltd.</p> <p>Palmer.</p> <p>Has the Steel been tested as required by the Rules? <u>Yes</u>.</p> <p>FRAMES extend in one length from <u>Keel</u> to <u>gunwale</u> state if ordinary or joggled <u>Ordinary</u>.</p> <p>REVERSED FRAMES on floors and frames extend from <u>floor flanged, (single angle frame)</u> state if ordinary or joggled <u>Ordinary</u>.</p>																																																																															
<p>MASTS, SPARS, &c.</p> <table border="1"> <thead> <tr> <th rowspan="2">LOWER MASTS</th> <th rowspan="2">Fore</th> <th rowspan="2">Main</th> <th rowspan="2">Mizen</th> <th rowspan="2">Material</th> <th rowspan="2">Total length</th> <th colspan="3">DIAMETER AND THICKNESS.</th> <th rowspan="2">No. of Plates in round</th> <th colspan="2">ANGLES.</th> <th colspan="2">RIVETING.</th> </tr> <tr> <th>At Partners</th> <th>Heel</th> <th>Heads</th> <th>Number</th> <th>Size</th> <th>Seams</th> <th>Butts</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Bowsprit</td> <td>Fore</td> <td>32-6</td> <td>14</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Main</td> <td>20-0</td> <td>12</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Mizen</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>Topmasts, Yards and Remainder of Spars <u>Pitch pine</u>.</p> <p>Rigging, Material and Size, Shrouds <u>Sisal</u> stays <u>Sisal</u> wire.</p> <p>Sails, <u>On</u> Suit of Sails and the following spare sails <u>✓</u>.</p>																				LOWER MASTS	Fore	Main	Mizen	Material	Total length	DIAMETER AND THICKNESS.			No. of Plates in round	ANGLES.		RIVETING.		At Partners	Heel	Heads	Number	Size	Seams	Butts	Bowsprit	Fore	32-6	14										Main	20-0	12									Mizen														
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<p>Equipment No. <u>✓</u> Letter <u>✓</u> Tonnage <u>U.D.K.</u> or Plating No. for Trawlers <u>6458</u></p> <p>ANCHORS.</p> <table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate</th> <th rowspan="2">Anchors</th> <th colspan="2">WEIGHT, EX STOCK</th> <th colspan="2">WEIGHT OF STOCK</th> <th colspan="2">TEST, PER CERTIFICATE</th> <th colspan="2">WEIGHT REQUIRED BY TABLE 22</th> <th rowspan="2">Description of Anchor</th> <th rowspan="2">Makers</th> <th rowspan="2">Where and when tested and Superintendent</th> </tr> <tr> <th>Cwts. qrs. lbs.</th> <th>lbs.</th> <th>Cwts. qrs. lbs.</th> <th>lbs.</th> <th>Tons. Cwts. qrs. lbs.</th> <th>lbs.</th> <th>Cwts. qrs. lbs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>34014</td> <td>1st Bower</td> <td>7</td> <td>3</td> <td>21</td> <td>10</td> <td>0</td> <td>1</td> <td>7</td> <td>7</td> <td>3</td> <td>7</td> <td>1908-10-08</td> </tr> <tr> <td>34016</td> <td>2nd "</td> <td>7</td> <td>1</td> <td>21</td> <td>9</td> <td>11</td> <td>2</td> <td>7</td> <td>7</td> <td>0</td> <td>21</td> <td>1908-10-08</td> </tr> <tr> <td>34012</td> <td>3rd "</td> <td>3</td> <td>1</td> <td>0</td> <td>5</td> <td>14</td> <td>1</td> <td>14</td> <td>3</td> <td>1</td> <td>0</td> <td>1908-10-08</td> </tr> </tbody> </table> <p>Collective weight</p> <p>Stream</p> <p>Kedge</p>																				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.	lbs.	Cwts. qrs. lbs.	lbs.	Tons. Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.	34014	1st Bower	7	3	21	10	0	1	7	7	3	7	1908-10-08	34016	2nd "	7	1	21	9	11	2	7	7	0	21	1908-10-08	34012	3rd "	3	1	0	5	14	1	14	3	1	0	1908-10-08
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			Supplied	Per Table 22	Length	Diam.					Length	Cir.		Length	Cir.																																																																
34921	120 1 1/2	22 1/2	34 1/2	77.2	21	120	1 1/2	Swiss	Not stated	L.P.H. 9-9-08	60	6	60	6																																																																	
<p>Boats <u>Two</u></p> <p>Pumps, Number <u>Three</u> Diameter of Barrel <u>6" - 4 1/2"</u> State whether they are in efficient working order <u>Yes</u>.</p> <p>Windlass is <u>by</u> <u>Sumner & Brown</u> Capstan <u>✓</u></p> <p>Engine Room Skylights—How constructed? <u>Seak</u></p> <p>What arrangements for deadlights in bad weather? <u>Seak flaps and bullheads</u></p> <p>Coal Bunker Openings—How constructed? <u>Cast-iron rings</u> How are lids secured? <u>and secured</u> Height above deck? <u>1 1/2" & flush</u></p> <p>Number of Scuppers, and number and dimensions of Freeing Ports, &c. <u>On each side, 9 scuppers. Jam freeing ports 24 x 12"</u></p> <p>Ceiling in Holds, thickness and material <u>2" pine</u> Cargo Battens, thickness and material <u>✓</u></p> <p>Cargo Hatchways—How formed? <u>Plates and angles</u> Hatches—If strong and efficient? <u>Yes</u></p> <p>State size No. 1 Hatch (Forward) <u>7'0" x 3'6"</u> No. 2 Hatch <u>3'6" x 3'6"</u> No. 3 Hatch <u>5'6" x 3'6"</u> No. 4 Hatch <u>3'6" x 3'6"</u></p> <p>Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <u>✓</u></p> <p>No. of Breasthooks <u>Three</u> No. of Crutches <u>One</u></p> <p>Bulwarks, height above deck and description <u>3'6" x 6"</u> Main Rail and Stays, material and size <u>7 x 3/4" steel R.H.</u></p> <p>The above is a correct description.</p> <p>Builder's Signature (here only) <u>A. H. Briggs</u> Surveyor's Signature <u>Allison B. Wilson</u></p> <p>Surveyor to Lloyd's Register of British and Foreign Shipping.</p>																																																																															

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

(M) 18-5-08. (E) 10-8-08.

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)? Sample State results of tests ✓

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? ✓ 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, Pumping Arrangements, Report on ships forgings.

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 60 ft., Bridge Dk. ✓ ft., Forecastle 19.75 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) 12K

Official No. 124565; Signal Letters ✓ State if Machinery is fitted aft Yes

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.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	✓		Fore peak tank,	✓	
Double bottom, under Engines and Boilers,	✓		After peak tank,	✓	
Double bottom, if under Engines only,	✓		Deep tank, aft,	✓	
Double bottom, if under Boilers only,	✓		Deep tank, forward	✓	
Double bottom, forward,	✓		Other tanks, if fitted,	✓	

Total capacity of double bottom ✓ (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. 1749 1908-Jun 16, 18, 26, Jul 3, 6, 9, 20, 27, 30, Aug 5, 7, 17, 19, 21, 25, Sep 4, 7, 8, 10, 14, 16, 17, Sep 22, 23, 25, 29, Oct 1, 5, 8, 12, 13, 26, 28, 29, Nov 2, 5, 7.

Date 20/5/08 in builder's yard.

No. 125

Fees applied for, 2 : 0 : 0 16/11/1908

Special £ 14 : 11 : 0 Received by me, 19/11/08

Travelling Expenses, if any £ 1 : 13 : 0

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

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

Committee's Minute 100A1 12th Nov 1908

Character assigned 100A1 12th Nov 1908

Lloyd's 1260 12th Nov 1908

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