

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

IRON OR STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel *Yes*
Date of completion of Report *Nov 25/04*
Date, First Survey *Aug 5th*

Received at London *20 NOV 1904*

Port of Hull
Last Survey *Nov. 14th 1904.*
Rig *Ketch*

Survey held at *Selly.*

On the *Steam Trawler* "MANXMAN."

TONNAGE under
Tonnage Deck... *179.91*

Do. of Poop... *13.85*

Do. of Raised Qr. *13.85*

Do. of Bridge House... *2.05*

Do. of Houses on Deck... *2.05*

Do. of excess of Hatchways... *2.05*

Do. above Crown of... *2.05*

Engine Room... *195.81*

Gross Tonnage... *19.46*

Less Crew Space... *19.46*

Less above Crown of... *19.46*

Engine Room... *19.46*

Navigation Spaces... *19.46*

Register Tonnage... *76.44*

Less on Beam... *76.44*

ONE OR TWO DECKED VESSEL.

CLASS *100A1* Steam Trawler.

Half Breadth (moulded) *10.40*

Depth from upper part of Keel to top of Main Deck Bms. *12.70*

Girth of Half Midship Frame (as per Rule) *18.70*

1st Number *42.10*

Length on deck from after part of stem to fore part of stern post *114.21*

2nd Number *4808*

Proportions—Breadths to Length *5.3*

Depths to Length—Main Deck to top of Keel *8.9*

Destined Voyage *Fishing*

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

Master *✓*

Year of appointment *1904*

Built at *Selly*

When built *1904* Launched *12th Oct.*

By whom built *Cochrane & Sons.*

Owners *H. A. Bulley.*

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

Residence *Grimshy*

Port belonging to *Grimshy*

Length on Deck as per Rule... *114* Feet. *2 1/2* Inches. BREADTH—Moulded... *21* Feet. *4 3/4* Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams... *11* Feet. *5* Inches. No. of Decks with Flat laid *One*. No. of Tiers of Beams *One*.

Dimensions of Ship per Register, Length, *115.5* breadth, *21.5* depth, *11.42* Moulded Depth, *12* ft. *3* ins. Round of Beam, Actual *6* ins.

| FRAMING. | | | | | | FORGINGS AND CASTINGS. | | | | | |
|---|-----------------|-----------------|----------------|---------------------------------|---------------------------------|--|--|-----------------------|-----------------------|---------------------------------|---------------------------------|
| | Inches in Ship. | Inches in Ship. | 16ths in Ship. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. | | Inches in Ship. | Inches in Ship. | 16ths in Ship. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. |
| FRAME, Angles, <i>7</i> , <i>E</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships | <i>3</i> | <i>2 1/2</i> | <i>6</i> | <i>3</i> | <i>2 1/2</i> | KEEL, Bar or Side Plates depth and thickness | <i>8 x 2</i> | <i>8 x 2</i> | <i>8 x 2</i> | <i>8 x 2</i> | <i>8 x 2</i> |
| Do. for $\frac{1}{2}$ at each end | | | | | | STEM, moulding and thickness | <i>8 x 2</i> | <i>8 x 2</i> | <i>8 x 2</i> | <i>8 x 2</i> | <i>8 x 2</i> |
| Do. in way of Double Bottoms at Solid Floors. | | | | | | STERN-POST for Rudder do. do. | <i>7 1/2 x 2 1/4</i> | <i>7 1/2 x 2 1/4</i> | <i>7 1/2 x 2 1/4</i> | <i>7 1/2 x 2 1/4</i> | <i>7 1/2 x 2 1/4</i> |
| Do. at intermdt. Bkts. | | | | | | " for Propeller | <i>4 1/2</i> | <i>4 1/2</i> | <i>4 1/2</i> | <i>4 1/2</i> | <i>4 1/2</i> |
| acing of Frames from centre to centre | <i>21</i> | <i>21</i> | <i>4</i> | <i>2 1/2</i> | <i>2 1/2</i> | MAIN PIECE of Rudder, diameter at head | <i>22 1/2 x 2 1/2</i> | <i>22 1/2 x 2 1/2</i> | <i>22 1/2 x 2 1/2</i> | <i>22 1/2 x 2 1/2</i> | <i>22 1/2 x 2 1/2</i> |
| EVERSED 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> | do. at heel | <i>22 1/2 x 2 1/2</i> | <i>22 1/2 x 2 1/2</i> | <i>22 1/2 x 2 1/2</i> | <i>22 1/2 x 2 1/2</i> | <i>22 1/2 x 2 1/2</i> |
| DEEP FRAMING, depth of girder | | | | | | RUDDER, how constructed <i>Forged iron frame plated.</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> | <i>6</i> | 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, Through Plate, or Intercoastal Plate | | | <i>5</i> | | <i>5</i> |
| " depth at $\frac{1}{2}$ the half breadth, as per Rule | | | | | | " Rider Plate | | | | | |
| " height extended at the Bilges | | | | | | " Bulb Plate to Intercoastal Keelson | | | | | |
| FLOORS & BRACKETS, in Cell Dble Bottoms | | | | | | " Horizontal Plates on Floors | | | | | |
| " state if flanged (top & bottom) | | | | | | " Angles | <i>4</i> | <i>4</i> | <i>8</i> | <i>4</i> | <i>8</i> |
| " Spacing | | | | | | SIDE KEELSON, Angles | | | | | |
| CENTRE GIRDER, in Double Bottom, depth and thickness | | | | | | " Bulb or Plate above floors for lng. | | | | | |
| " Angles, Top | | | | | | " Intercoastal Plate for length | | | | | |
| " Bottom | | | | | | " Attached to outside plating with Angle | | | | | |
| SIDE GIRDERS, number on each side & thickness | | | | | | BILGE KEELSON, Angles <i>(2)</i> | <i>3</i> | <i>3</i> | <i>6</i> | <i>3</i> | <i>6</i> |
| " state if flanged (top & bottom) | | | | | | " Bulb or Plate above floors for lng. | | | | | |
| " Angles | | | | | | " Intercoastal Plate for length | | | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | | | | | | " Attached to outside plating with Angle | | | | | |
| " Angles to Outside Plating | | | | | | BILGE STRINGER Angles <i>(2)</i> | <i>3</i> | <i>3</i> | <i>6</i> | <i>3</i> | <i>6</i> |
| " Floors | | | | | | " Bulb Plate for length | | | | | |
| " Height of Floors at the Bilges | | | | | | " Intercoastal Plate for length | | | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | | | " Attached to outside plating with Angle | | | | | |
| " thickness in Engine and Boiler space | | | | | | SIDE STRINGER Angles | | | | | |
| " Remainder in Holds | | | | | | " Bulb or Intercoastal Plate for lng. | | | | | |
| BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | <i>5</i> | <i>3</i> | <i>10</i> | <i>5</i> | <i>3</i> | " Attached to outside plating with Angle | | | | | |
| " Angles on Upper Edge | | | | | | Main and Raised Quarter Deck Stringer Plate, breadth and thickness | <i>50</i> | <i>5</i> | <i>50</i> | <i>5</i> | |
| " Spacing | <i>42</i> | | | <i>42</i> | | " Angle on ditto | <i>3 x 3</i> | <i>6</i> | <i>3 x 3</i> | <i>6</i> | |
| BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | | | " Tie Plates fore & aft, outside Hatchways | <i>8</i> | <i>6</i> | <i>8</i> | <i>6</i> | |
| " Angles on Upper Edge | | | | | | " Diagonal Tie Plates on Bms., No. of Pairs | | | | | |
| " Spacing | | | | | | " Main Dk* Iron or Steel for lng. | | | | | |
| BEAMS, Hold, Plate or Tee Bulb | | | | | | " R. Q. Dk* Iron or Steel for lng. | | | | | |
| " Angles on Upper Edge | | | | | | " Wood Deck, Material & thickness <i>P.Pine</i> | <i>3</i> | <i>7.6</i> | <i>3</i> | <i>7.6</i> | |
| " Spacing | | | | | | Lower Deck Stringer Plate, breadth and thickness | | | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | | | " Angles on ditto, No. | | | | | |
| " Angles on Upper Edge | | | | | | " Tie Plates, outside Hatchways | | | | | |
| " Spacing | | | | | | " Deck* Material and thickness | | | | | |
| BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb | | | | | | Hold Stringer Plate | | | | | |
| " Angles on Upper Edge | | | | | | " Angles on ditto, No. | | | | | |
| " Spacing | | | | | | Poop Deck Stringer Plate, breadth & thickness | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | <i>5</i> | <i>3</i> | <i>10</i> | <i>5</i> | <i>3</i> | " Angle on ditto | | | | | |
| " Angles on Upper Edge | | | | | | " Tie Plates | | | | | |
| " Spacing | <i>42</i> | | | <i>42</i> | | " Deck, Material and thickness | | | | | |
| BILLARS, In 'tween Decks, Size and Spacing | | | | | | Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness | | | | | |
| " Hold | | | | | | " Angle on ditto | | | | | |
| " Quarter, 'tween Dks., "T" | <i>6</i> | <i>3</i> | <i>8</i> | <i>3</i> | <i>2 1/2</i> | " Tie Plates | | | | | |
| " in Hold | | | | | | " Deck, Material and thickness | | | | | |
| WEB FRAMES, In Fore Body, No. and Spacing | | | | | | Forecastle Deck Stringer Plate, brdth & thcknss | <i>Dk. plated over 5/16. Centre 3/16</i> | | | | |
| " Brdth. & Thickness | | | | | | " Angle on ditto | <i>3 x 3</i> | <i>6</i> | <i>3 x 3</i> | <i>6</i> | |
| " No. of Side Stringers | | | | | | " Tie Plates | | | | | |
| WEB FRAMES, In E. & B. Space, No. & Spacing | | | | | | " Deck, Material and thickness <i>P.Pine</i> | <i>3</i> | <i>3</i> | <i>3</i> | <i>3</i> | |
| " Brdth. & Thickness | | | | | | | | | | | |
| " No. of Side Stringers | | | | | | | | | | | |
| 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 | | | | | | | | | | | |

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| AS IN SHIP. | | | | | PER RULE OR AS APPROVED. | | | | | EDGES. | | | | | BUTTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRAKES. | AMIDSHIP. | | FORWARD. | | AFT. | | AMIDSHIP. | | EDGES. | | BUTTS. | | EDGES. | | BUTTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | Single or Double. | Breadth of Lap. | Diam. | Spacing or to cr. | Double or Triple and for what Length. | Diam. | Spacing or to cr. | Double or Triple and for what Length. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FLAT PLATE KEEL (If Bar Keel, state Riveting). | 32 | 8 | 6 | 6 | 32 | 8 | 6 | 6 | Double | 4 1/2 | 3/4 | 3 | Double | 2 1/2 | 2 1/2 | 9 1/2 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GARBOARD OF A STRAKE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| G " | 31 | 9 | 6 | 6 | 31 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| K " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| O " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DOUBLING OF FLAT PLATE KEEL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| of Bilges | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| of Sheerstrakes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| of Strake below | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POOP SIDES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RAISED QUARTER DECK SIDES | | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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.? <i>Mild Steel. South Durham & Co. Consult</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Has the Steel been tested as required by the Rules? <i>Yes.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FRAMES extend in one length from <i>Keel</i> to <i>gunwale</i> state if ordinary or joggled. <i>Ordinary</i> REVERSED FRAMES on floors and frames extend from <i>centre to upper bilge keelson and to upper bilge keelson and deck alt. in hold.</i> state if ordinary or joggled. <i>Ordinary</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MASTS, SPARS, &c. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| LOWER MASTS. | Material. | Total length. | DIAMETER AND THICKNESS. | | | No. of Plates in round. | ANGLES. | | RIVETING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | At Partners. | Heel. | Head. | | Number. | Size. | Seams. | Butts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fore | P.Pine | 24 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Main | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mizen | Steel | 26 | 11 x 5/32 | | | Two | | | Single | Double | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bowsprit <i>✓</i> Topmasts, Vmasts and Remainder of Spars <i>Pitch pine</i> Rigging, Material and Size, Shrouds <i>Isabel steel wire 3/2, 2 1/2</i> Stays <i>3/2, Double 2</i> Sails, <i>One</i> Suit of Sails and the following spare sails <i>✓</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EQUIPMENT No. 4508 LETTER <i>✓</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ANCHORS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52447 | 1st Bower | 5 | 0 | 0 | 1 | 9 | 7 | 7 | 2 | 0 | 5 | 0 | 0 | Rodgers | Not stated | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52446 | 2nd " | 4 | 2 | 6 | 1 | 0 | 7 | 7 | 0 | 0 | 4 | 2 | 0 | " | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52445 | 3rd " | 2 | 2 | 6 | 1 | 0 | 7 | 5 | 2 | 2 | 0 | 2 | 2 | 0 | " | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TONNAGE FOR TRAWLERS <i>✓</i> U.Dk. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAIN CABLES. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Number of Certificate. | Fathoms. | Size. | TEST PER CERTIFICATE. | | | WEIGHT OF CHAIN CABLE. | | | Description. | Makers of Cables. | When and where tested and Superintendent. | HAWERS AND WARPS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | HAWSER | 60 | 4 | 60 x 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | WARP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iron Steam Chain <i>✓</i> or Steel Wire <i>✓</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boats <i>One</i> Pumps, Number <i>Three</i> Diameter of Barrel <i>6"</i> State whether they are in efficient working order <i>Yes</i> Windlass is by <i>Cochrane & Sons</i> Capstan <i>✓</i> Engine Room Skylights—How constructed? <i>Of Slate.</i> What arrangements for deadlights in bad weather? <i>Teak flaps and bulldozers.</i> Coal Bunker Openings—How constructed? <i>Plates & angles</i> How are lids secured? <i>Patented down</i> Height above deck? <i>9"</i> Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>On each side, 4 Scuppers, 3 Freeing Ports 15" x 9".</i> Ceiling in Holds, thickness and material <i>2" pine</i> Ceiling 'tween Decks, thickness and material <i>✓</i> Cargo Hatchways—How formed? <i>Plates and angles.</i> Hatches—If strong and efficient? <i>Yes, 2" solid</i> State size No. 1 Hatch (Forward) <i>6'0" x 3'3"</i> No. 2 Hatch <i>3'6" x 3'3"</i> No. 3 Hatch <i>✓</i> No. 4 Hatch <i>✓</i> Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <i>✓</i> Bulwarks, height above deck and description <i>2'6" 1/2" steel</i> No. of Breasthooks <i>3 & dup flans</i> No. of Crutches <i>1 & dup flans</i> The above is a correct description. Main Rail and Stays, material and size <i>1 1/2" x 3" 1/2" steel B.A.</i> Builder's Signature <i>(here only) Cochrane & Sons</i> Surveyor's Signature <i>Allison B. Wilson</i> 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) *M 12-8-04.*

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*

to plate, &c., conform well to each other? *Yes*

from the faying surfaces? *Yes*

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)? *Traversed* State results of tests *✓*

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? *Traversed* 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 letters of the above dates and in general conformity to the Rules for the class contemplated.

Accompanying this report. Plans of Midship Section, Profile and decks, and report on ships joining.

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. *50.0* ft., Bridge Dk. *✓* ft., Forecastle *18.66* 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. *115937*; 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 or with girders on floors *✓*

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

* 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. *1424* 1904: Aug 5, 9, 23, Sep. 12, 16, 26, Oct. 5, 11, 20, 13, 28, Nov 3, 11, 17

Date *15/8/04*

No. *330* in builder's yard.

Dates of Surveys held while building

Total No. of Visits *14*

The amount of Entry Fee£ *25/11/1904* Fees applied for, *25/11/1904* Certificate to be sent to *Hull*

Special£ *8.16* Received by me, *30/11/1904*

Travelling Expenses, if any £ *1.12.04*

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.

Committee's Minute

Character assigned

100A1 Steel

Stm Trawler

Lloyd's a x b. P. / L.M.B. 11.04.

TUES. 29 NOV 1904

100A1 Steel

Stm Trawler

Lloyd's a x b. P. / L.M.B. 11.04.

TUES. 29 NOV 1904

100A1 Steel

Stm Trawler

Lloyd's a x b. P. / L.M.B. 11.04.



W835 - 0450 3/2