

and
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 *6th July 1906*

Date, First Survey *Feb. 22nd*

Port of Hull

Last Survey *June 28th 1906*

Rig *Ketch*

No. *18118*
23 JUL 1906

Received at London Office

Survey held at *Selly*

On the

Steam Scauler

"HECTOR"

TONNAGE under

Tonnage Deck

204.66

Do. of Poop

Do. of Raised Or.

Do. of Break.

Do. of Bridge House

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

+ Above Crown of Engine Room

Register Tonnage

as cut on Beam

ONE OR TWO DECKED VESSEL.

CLASS *100 A1, "Steam Scauler"*

Master *✓*

Year of appointment

(1) As master in service of
owner of present vessel;—19
(2) As master of this
vessel;—19

Built at *Selly*

When built *1906*

Launched *9th May*

By whom built *Cochrane & Sons*

Owners *Reading & Dickenson*

Managers

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

Residence *Dunsmuir*

Port belonging to *Dunsmuir*

and *Yes*

Destined Voyage *Fishing*

If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with Flat laid
per Rule	<i>118</i>	<i>10 1/2</i>	Moulded	<i>21</i>	<i>10 1/2</i>	Top of Floors to top of Main Deck Beams	<i>11</i>	<i>6</i>	<i>One</i>

Dimensions of Ship per Register, Length, *20.0* breadth, *22.0* depth, *11.47* Moulded Depth, *12* ft. *3* ins. Round of Beam, Actual *7* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	16ths in Ship.		Inches in Ship.	Inches in Ship.	16ths in Ship.
FRAME, Angles, <i>7</i> or <i>8</i> Bars, for $\frac{1}{2}$ length amidships	<i>4</i>	<i>3</i>	<i>8 20</i>	KEEL, Bar or Side Plates depth and thickness	<i>7 1/2 x 15/8</i>	<i>7 1/2 x 15/8</i>	<i>7 1/2 x 15/8</i>
Do. for $\frac{1}{2}$ at each end	<i>✓</i>	<i>✓</i>	<i>✓</i>	STEM, moulding and thickness	<i>7 1/2 x 15/8</i>	<i>7 1/2 x 15/8</i>	<i>7 1/2 x 15/8</i>
Do. in way of Double Bottoms at Solid Floors	<i>✓</i>	<i>✓</i>	<i>✓</i>	STERN-POST for Rudder do. do.	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>
" " at intermdt. Bkts.	<i>✓</i>	<i>✓</i>	<i>✓</i>	" for Propeller	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
Spacing of Frames from centre to centre	<i>20</i>	<i>20</i>	<i>20</i>	MAIN PIECE of Rudder, diameter at head	<i>3 1/2 x 3</i>	<i>3 1/2 x 3</i>	<i>3 1/2 x 3</i>
REVERSED FRAME, Angles <i>(on floor only)</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>4 2 1/2</i>	RUDDER, how constructed <i>Forged iron frame, plated.</i>			
DEEP FRAMING, depth of girder	<i>4</i>	<i>4</i>	<i>4</i>	Can the Rudder be unshipped afloat? <i>Yes.</i>			
FLOORS, depth and thickness of Floor Plate	<i>16</i>	<i>6</i>	<i>16</i>				
" at mid-line for $\frac{1}{2}$ length amidships	<i>7</i>	<i>5</i>	<i>5</i>				
" in way of Engines and Boilers	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" thickness at the ends of vessel	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" height extended at the Bilges	<i>✓</i>	<i>✓</i>	<i>✓</i>				
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " state if flanged (top & bottom)	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Spacing	<i>✓</i>	<i>✓</i>	<i>✓</i>				
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Angles, Top	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Bottom	<i>✓</i>	<i>✓</i>	<i>✓</i>				
SIDE GIRDERS, number on each side & thickness	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " state if flanged (top & bottom)	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Angles	<i>✓</i>	<i>✓</i>	<i>✓</i>				
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Angles to Outside Plating	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Floors	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Height of Floors at the Bilges	<i>✓</i>	<i>✓</i>	<i>✓</i>				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " thickness in Engine and Boiler space	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Remainder in Holds	<i>✓</i>	<i>✓</i>	<i>✓</i>				
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>8 5 3 8</i>				
" " Angles on Upper Edge	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Spacing	<i>40</i>	<i>40</i>	<i>40</i>				
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Angles on Upper Edge	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Spacing	<i>✓</i>	<i>✓</i>	<i>✓</i>				
BEAMS, Hold, Plate or Tee Bulb	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Angles on Upper Edge	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Spacing	<i>✓</i>	<i>✓</i>	<i>✓</i>				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Angles on Upper Edge	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Spacing	<i>✓</i>	<i>✓</i>	<i>✓</i>				
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Angles on Upper Edge	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Spacing	<i>✓</i>	<i>✓</i>	<i>✓</i>				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>8 5 3 8</i>				
" " Angles on Upper Edge	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Spacing	<i>40</i>	<i>40</i>	<i>40</i>				
BEAMS, In 'tween Decks, Size and Spacing	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Hold	<i>2 1/2</i>	<i>As arranged</i>	<i>As arranged</i>				
" " Quarter, 'tween Dks., " "	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " in Hold	<i>✓</i>	<i>✓</i>	<i>✓</i>				
BEAMS, In Fore Body, No. and Spacing	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Brdth. & Thickness	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " No. of Side Stringers	<i>✓</i>	<i>✓</i>	<i>✓</i>				
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Brdth. & Thickness	<i>✓</i>	<i>✓</i>	<i>✓</i>				
WEB FRAMES, In After Body, No. and Spacing	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Brdth. & Thickness	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " No. of Side Stringers	<i>✓</i>	<i>✓</i>	<i>✓</i>				
" " Size of Angles or Tee Bars to Web Frames	<i>✓</i>	<i>✓</i>	<i>✓</i>				
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>✓</i>	<i>✓</i>	<i>✓</i>				
	<i>✓</i>	<i>✓</i>	<i>✓</i>				

BULKHEADS.	Number.		Thickness.	STIFFENERS.				Single or Double Frames.	Height up.
	In Vessel.	Per Rule.		Horizontal.	Vertical.	Horizontal.	Vertical.		
W.T. BULKHEADS	<i>4</i>	<i>4</i>	<i>4</i>	<i>3 x 2 1/2 x 5/16</i>	<i>48</i>	<i>38</i>	<i>48</i>	<i>48</i>	<i>48</i>
PARTITION	<i>✓</i>	<i>✓</i>	<i>✓</i>						
LONGITUDINAL	<i>✓</i>	<i>✓</i>	<i>✓</i>						

Are the outside Plates doubled two spaces of Frames in length? *Diamond plates fitted*
Are the Sluice Valves and Watertight Doors in efficient working order? *None*

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.				IF LAPPED.				
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		EDGES.		BUTTS.		IF LAPPED.						
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.					
FLAT PLATE KEEL (If Bar Keel, state Riveting)	32	7	7	7	32	7													
GARBOARD OF A STRAKE																			
State actual thickness in way of Double Bottom.																			
B "		6	6	6		6	Double	4 1/2	2 1/4	3 1/2	1 full	2 1/4	2 1/4	9 3/4					
C "		6	6	6		6	"	"	"	"	"	"	"	5 full					
D "		7	6	6		7	"	"	"	"	"	"	"	"					
E "		7	6	6		7	"	"	"	"	"	"	"	"					
F "	36	8	7	7	36	8	"	"	"	"	"	"	9 3/4	8					
G "																			
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		8		6															
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
LENGTHS OF PLATING	Seven from apices.																		
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.? South Durham & Co., Jarrow, Co. Durham.																			
Has the Steel been tested as required by the Rules? <i>Yes</i>																			
FRAMES extend in one length from <i>Keel</i> to <i>funnel</i> state if ordinary or joggled. <i>Ordinary</i> REVERSED FRAMES on floors and frames extend <i>from across top of floors (Deep angle angle frame)</i> state if ordinary or joggled. <i>Ordinary</i>																			
MASTS, SPARS, &c.																			
LOWER MASTS: Fore <i>Pine</i> 41-0 13; Main <i>Steel</i> 20-0 12; Mizzen <i>Steel</i> 20-0 12 Bowsprit <i>Steel</i> Topmasts, <i>Steel</i> and Remainder of Spars <i>Pitch Pine</i> RIGGING, Material and Size, Shrouds <i>Salad wire 3 1/2" 3"</i> Stays <i>3 1/2" 2 1/2"</i> Sails <i>On</i> Suit of Sails and the following spare sails <i>✓</i>																			
Equipment No. <i>✓</i> Letter <i>✓</i> Tonnage U.D.K. or Plating No. for Trawlers 5079																			
ANCHORS.																			
Number of Certificate. <i>56512</i> 1st Bower <i>5</i> 1 <i>19</i> 1 <i>20</i> 7 <i>16</i> 1 <i>0</i> 5 <i>1</i> 0 <i>Rodgers</i> <i>56515</i> 2nd " <i>4</i> 3 <i>2</i> 1 <i>1</i> 2 7 <i>5</i> 0 <i>0</i> 4 <i>3</i> 0 <i>56404</i> 3rd " <i>2</i> 2 <i>3</i> 0 <i>2</i> 18 5 <i>2</i> 2 <i>0</i> 2 <i>2</i> 0 Stream <i>✓</i> Kedg <i>✓</i>																			
CHAIN CABLES.																			
Number of Certificate. <i>854</i> Length and size supplied. <i>90-1</i> Test per Certificate. <i>18</i> Weight of Chain Cable. <i>46-1.5</i> Length & Size per Table 22. <i>45-3-17</i> Description. <i>1</i> Makers of Cables. <i>L.P.H.</i> Where and when tested and Superintendent. <i>7-3-06. Dudley.</i> Material. <i>TOWLINE</i> Length and Size supplied. <i>60-6</i> Breaking Test of Steel Wire Towline. <i>60-6</i> Length and Size per Table 22. <i>60-4 1/2</i>																			
HAWERSERS AND WARPS.																			
Number of Certificate. <i>854</i> Length and size supplied. <i>90-1</i> Test per Certificate. <i>18</i> Weight of Chain Cable. <i>46-1.5</i> Length & Size per Table 22. <i>45-3-17</i> Description. <i>1</i> Makers of Cables. <i>L.P.H.</i> Where and when tested and Superintendent. <i>7-3-06. Dudley.</i> Material. <i>TOWLINE</i> Length and Size supplied. <i>60-6</i> Breaking Test of Steel Wire Towline. <i>60-6</i> Length and Size per Table 22. <i>60-4 1/2</i>																			
Boats <i>On</i> Pumps, Number <i>Three</i> Diameter of Barrel <i>✓</i> State whether they are in efficient working order <i>Yes</i> Windlass is <i>by Cochran & Sons</i> Capstan <i>✓</i> Engine Room Skylights. How constructed? <i>3 inch</i> What arrangements for deadlights in bad weather? <i>3 inch glass and bullseyes.</i> Coal Bunker Openings. How constructed? <i>Plates & angles & secured by screws & battens.</i> Height above deck? <i>6' and flush</i> Number of Scuppers, and number and dimensions of Freeing Ports, &c. <i>On each side, 4 Scuppers, 4 Freeing Ports 18" x 9".</i> Ceiling in Holds, thickness and material <i>2" Pine</i> Cargo Battens, thickness and material <i>✓</i> Cargo Hatchways. How formed? <i>Plates and angles.</i> Hatches. If strong and efficient? <i>Yes.</i> State size No. 1 Hatch (Forward) <i>3-0 x 3-0</i> No. 2 Hatch <i>2-0 x 3-0</i> No. 3 Hatch <i>3-0 x 3-0</i> No. 4 Hatch <i>3-0 x 3-0</i> Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch <i>✓</i> Bulwarks, height above deck and description <i>3-6 x 4-5</i> No. of Breasthooks <i>four</i> No. of Crutches <i>one & duplicate</i> The above is a correct description. <i>✓</i> Main Rail and Stays, material and size <i>1 1/2 x 3 x 3/8, Steel B.A.</i> Builder's Signature (here only). <i>Cochran & 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. 14.2.06.

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 faying 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)? *Trawler*State results of tests *✓*Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Trawler*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 date, and in

general conformity to the Rules for the class contemplated.

Accompanying this Report. Plan of midship section, and

Report on Ships Joinings.

This is a Sister Vessel to the "Hercules." Hull Report No 18119

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 *2.0* ft., Bridge Dk. *✓* ft., F'castle *2.0* 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 *✓* 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 *✓* (If necessary, furnish further information by sketch.)State whether the above have been tested as required by the Rules *✓*Order for Special Survey No. *1573* 1906: Feb 22. 28. Mar. 9. 13. 26. Apr. 3. 10. 24. May 1. 8. 11. 18. 28. Jun 1. 6. 8. 9. 11. 15. 22. 28Date *17/2/06* in builder's yard.No. *342* in builder's yard.Total No. of Visits *21*The amount of Entry Fee *£ 2 - - -* Fees applied for, *20/7/1906. EST.*Special *£ 10 - - -* Received by me, *23/7/06 24.7.06*Travelling Expenses, if any *£ 13 - 11*State whether the Vessel has been built under Special Survey *Yes.*I am of opinion this Vessel should be Classed *100 A1. Steam Trawler.*With, or without Freeboard, as condition of Class *Without.*Committee's Minute *TUES. 24 JUL 1906*Character assigned *100 A1 Steam Trawler*Surveyor to Lloyd's Register of British and Foreign Shipping. *Allison B. Wilson.*

Lloyds a & b P. + L. M. 6. 7. 06

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