

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

IRON OR STEEL STEAMER.

No. 18030

State if Report is also sent on the Machinery of the Vessel
Date of completion of Report 10th June 1906

Received at London Office

Port of Hull
Last Survey May 9th 1906
Rig Ketch

Survey held at
On the Steam Trawler "ANAGADNA"

Date, First Survey Dec 4/05

ONE OR TWO DECKED VESSEL.

CLASS 100A1 Steam Trawler.

Master

Year of appointment

TONNAGE under
Tonnage Deck...
Do. of Poop
Do. of Raised Qr.
Do. of Break...
Do. of Bridge House
Do. of Forecastle
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
Register Tonnage
as cut on Beam...

Half Breadth (moulded) 11-00
Depth from upper part of Keel to top of Main Deck Bms. 12-45
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) 19-00
1st Number 42-45
Length on deck from after part of stem to fore part of stern post 128-55
2nd Number 5509
Proportions—Breadths to Length 5-85
Depths to Length—Main Deck to top of Keel 10-1
Destined Voyage Fishing

Built at
When built 1906
By whom built
Owners J. & A. Alward
Managers
Residence
Port belonging to

LENGTH on Deck as per Rule 128 Feet. 10 1/2 Inches. BREADTH—Moulded 22 Feet. 0 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, 130-0 breadth, 22-1 depth, 11-57 Moulded Depth, 12 ft. 3 ins. Round of Beam, Actual 6 ins.

| FRAMING. | | | | | FORGINGS AND CASTINGS. | | | | | | |
|---|-----------------|-----------------|----------------|------------------------------|------------------------|----|--|----------------------------|----------------|---------------------------------|----------------|
| | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as Appro. | 20ths per Rule | | Inches in Ship. | Inches in Ship. | 16ths in Ship. | Inches per Rule Or as Approved. | 16ths per Rule |
| FRAME, Angles, $\frac{1}{2}$ E or L Bars, for $\frac{1}{2}$ length amidships | 4 1/2 | 3 | 7 | 4 1/2 | 3 | 7 | KEEL, Bar or Side Plates depth and thickness | 1 1/2 x 1 1/2 | 1 1/2 x 1 1/2 | 1 1/2 x 1 1/2 | 1 1/2 x 1 1/2 |
| Do. for $\frac{1}{2}$ at each end | | | | | | | STEM, moulding and thickness | 1 1/2 x 1 1/2 | 1 1/2 x 1 1/2 | 1 1/2 x 1 1/2 | 1 1/2 x 1 1/2 |
| Do. in way of Double Bottoms at Solid Floors | | | | | | | STERN-POST for Rudder do. do. | 6 x 3 | 6 x 3 | 6 x 3 | 6 x 3 |
| " " at intermdt. Bkts. | | | | | | | " for Propeller | 4 1/2 | 4 1/2 | 4 1/2 | 4 1/2 |
| Spacing of Frames from centre to centre | 21 | | | | | | MAIN PIECE of Rudder, diameter at head | 3 x 3 | 3 x 3 | 3 x 2 1/4 | 3 x 2 1/4 |
| REVERSED FRAME, Angles on top of floor | 2 1/2 | 2 1/2 | 5 | 2 1/2 | 2 1/2 | 5 | RUDDER, how constructed | Forged iron frame, plated. | | | |
| DEEP FRAMING, depth of girder | 4 1/2 | | | 4 1/2 | | | Can the Rudder be unshipped afloat? | Yes | | | |
| FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships | 16 | 7 | 16 | 7 | | | KEELSONS AND STRINGERS. | | | | |
| " in way of Engines and Boilers | | 7 1/4 | | 7 1/4 | | | CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate | 4 1/2 | 3 | 8 | 7 1/2 |
| " thickness at the ends of vessel | | 6 | | 6 | | | do. do. | Just Bull Angle Bars | | | |
| " depth at $\frac{1}{2}$ the half breadth, as per Rule | Straight across | | | | | | Bulb Plate to Intercoastal Keelson | | | | |
| " height extended at the Bilges | On plan | | | | | | Horizontal Plates on Floors | | | | |
| FLOORS & BRACKETS, in Cell Dble Bottoms | | | | | | | Angles | | | | |
| " " state if flanged (top & bottom) | | | | | | | SIDE KEELSON, Angles | | | | |
| " " Spacing | | | | | | | " Bulb or Plate above floors for lng. | | | | |
| CENTRE GIRDER, in Double Bottom, depth and thickness | | | | | | | " Intercoastal Plate for length | | | | |
| " " Angles, Top | | | | | | | " Attached to outside plating with Angle | | | | |
| " " Bottom | | | | | | | BILGE KEELSON, Angle (on) | 5 | 4 | 7 | 5 |
| SIDE GIRDERS, number on each side & thickness | | | | | | | " Bulb or Plate above floors for lng. | | | | |
| " " state if flanged (top & bottom) | | | | | | | " Intercoastal Plate for length | | | | |
| " " Angles | | | | | | | " Attached to outside plating with Angle | | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | | | | | | | BILGE STRINGER Angles | | | | |
| " Angles to Outside Plating | | | | | | | " Bulb Plate for length | | | | |
| " Floors | | | | | | | " Intercoastal Plate for length | | | | |
| " Height of Floors at the Bilges | | | | | | | " Attached to outside plating with Angle | | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | | | | SIDE STRINGER Angles | 5 | 4 | 7 | 5 |
| " thickness in Engine and Boiler space | | | | | | | " Bulb or Intercoastal Plate for lng. | | | | |
| " Remainder in Holds | | | | | | | " Attached to outside plating with Angle | | | | |
| BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | 5 | 3 | 10 | 5 | 3 | 10 | Main and Raised Quarter Deck Stringer Plate, breadth and thickness | 23 | 6 | 23 | 6 |
| " Angles on Upper Edge | | | | | | | " Angle on ditto | 3 x 3 | 5 | 3 x 3 | 5 |
| " Spacing | 42 | | | 42 | | | " Tie Plates, outside Hatchways | | | | |
| BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | " Diagonal Tie Plates on Bms., No. of Pairs | | | | |
| " Angles on Upper Edge | | | | | | | " Main Dk* Iron or Steel for lng. | | | | |
| " Spacing | | | | | | | " R. Q. Dk* Iron or Steel for lng. | | | | |
| BEAMS, Hold, Plate or Tee Bulb | | | | | | | " Wood Deck, Material & thickness | 3 | 3 | 3 | 3 |
| " Angles on Upper Edge | | | | | | | Lower Deck Stringer Plate, breadth and thickness | | | | |
| " Spacing | | | | | | | " Angles on ditto, No. | | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | " Tie Plates, outside Hatchways | | | | |
| " Angles on Upper Edge | | | | | | | " Deck* Material and thickness | | | | |
| " Spacing | | | | | | | HOLD STRINGER PLATE | | | | |
| BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb | | | | | | | " Angles on ditto, No. | | | | |
| " Angles on Upper Edge | | | | | | | Poop Deck Stringer Plate, breadth & thickness | | | | |
| " Spacing | | | | | | | " Angle on ditto | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | 5 | 3 | 10 | 5 | 3 | 10 | " Tie Plates | | | | |
| " Angles on Upper Edge | | | | | | | " Deck, Material and thickness | | | | |
| " Spacing | 42 | | | 42 | | | Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness | | | | |
| PILLARS, In 'tween Decks, Size and Spacing | | | | | | | " Angle on ditto | | | | |
| " Hold | | | | | | | " Tie Plates | | | | |
| " Quarter, 'tween Dks., | 2 1/2 | | | 2 1/2 | | | " Deck, Material and thickness | | | | |
| " in Hold | | | | | | | Forecastle Deck Stringer Plate, brdth & thcknss | | | | |
| WEB FRAMES, In Fore Body, No. and Spacing | | | | | | | " Angle on ditto | 3 x 3 | 5 | 3 x 3 | 5 |
| " Brdth. & Thickness | | | | | | | " Tie Plate | 5 1/4 | 5 | 5 1/4 | 5 |
| " No. of Side Stringers | | | | | | | " Deck, Material and thickness | 3 | 3 | 3 | 3 |
| WEB FRAMES, In E. & B. Space, No. & Spacing | | | | | | | * If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon. | | | | |
| " Brdth. & Thickness | | | | | | | BULKHEADS. | | | | |
| " No. of Side Stringers | | | | | | | STIFFENERS. | | | | |
| WEB FRAMES, In After Body, No. and Spacing | | | | | | | Single or Double Frames. | | | | |
| " Brdth. & Thickness | | | | | | | Height up. | | | | |
| " 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. | | | | | | | | | | | | | | | | | | | |
|---|--|--|--|--|---|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| AS IN SHIP. | | | | | PER RULE OR AS APPROVED. | | | | | EDGES. | | | | | BUTTS. | | | | | | | | | | | | | | |
| STRAKES. | | | | | AMIDSHIP. | | | | | Single or Double. | | | | | RIVETS. | | | | | | | | | | | | | | |
| Breadth. Thickness. Thickness. Thickness. | | | | | Breadth. Thickness. Thickness. Thickness. | | | | | Breadth. Thickness. Thickness. Thickness. | | | | | Breadth. Thickness. Thickness. Thickness. | | | | | | | | | | | | | | |
| FLAT PLATE KEEL (If Bar Keel, state Riveting). | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| GABBOARD OF A STRAKE | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| State actual thickness in way of Double Bottom. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| Shun | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| B | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| C | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| D | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| E | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| F | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| G | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| H | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| J | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| K | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| L | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| M | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| N | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| O | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| P | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| DOUBLING OF Flat Plate Keel | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| Length and thickness of Bilges | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| Length and thickness of Sheerstrakes | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| Length and thickness of Strake below | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| POOP SIDES | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| RAISED QUARTER DECK SIDES | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| BRIDGE SIDES | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| FORECASTLE SIDES | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| LENGTHS OF PLATING | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | | Double or Treble and for what Length. | | | | | | | | | |
| 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.? | | | | | | | | | | Main Stringer Plate | | | | | | | | | | Butts, riveted for full length amidship. | | | | | | | | | |
| Double Bottom, S.S. Co. Ltd., Birmingham, Canada. | | | | | | | | | | Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? | | | | | | | | | | T. & D. | | | | | | | | | |
| Has the Steel been tested as required by the Rules? | | | | | | | | | | Inner Bottom Plating, riveting of Edges | | | | | | | | | | Butts | | | | | | | | | |
| FRAMES extend in one length from | | | | | | | | | | Centre Girder Butts | | | | | | | | | | riveted. Keelson Butts, full riveted. | | | | | | | | | |
| REVERSED FRAMES on floors and frames extend from | | | | | | | | | | Frames, riveted through Plates with | | | | | | | | | | in Rivets, about 5 apart. | | | | | | | | | |
| MASTS, SPARS, &c. | | | | | | | | | | Rivets, state whether of Iron or Steel | | | | | | | | | | Iron | | | | | | | | | |
| LOWER MASTS | | | | | | | | | | Fore | | | | | | | | | | P.P. 34-0 13 | | | | | | | | | |
| Main | | | | | | | | | | Main | | | | | | | | | | P.P. 24-0 12 | | | | | | | | | |
| Mizen | | | | | | | | | | Mizen | | | | | | | | | | P.P. 24-0 12 | | | | | | | | | |
| Bowsprit | | | | | | | | | | Bowsprit | | | | | | | | | | Bowsprit | | | | | | | | | |
| Topmasts, and Remainder of Spars | | | | | | | | | | Topmasts, and Remainder of Spars | | | | | | | | | | Topmasts, and Remainder of Spars | | | | | | | | | |
| Rigging, Material and Size, Shrouds | | | | | | | | | | Rigging, Material and Size, Shrouds | | | | | | | | | | Rigging, Material and Size, Shrouds | | | | | | | | | |
| Sails | | | | | | | | | | Sails | | | | | | | | | | Sails | | | | | | | | | |
| Equipment No. | | | | | | | | | | Letter | | | | | | | | | | ANCHORS. | | | | | | | | | |
| Number of Certificate | | | | | | | | | | Anchors | | | | | | | | | | Weight, Ex Stock | | | | | | | | | |
| 1st Bower | | | | | | | | | | 1st Bower | | | | | | | | | | 5 2 6 1 1 15 7 16 1 0 5 2 0 | | | | | | | | | |
| 2nd | | | | | | | | | | 2nd | | | | | | | | | | 5 0 2 1 1 15 7 9 2 2 5 0 0 | | | | | | | | | |
| 3rd | | | | | | | | | | 3rd | | | | | | | | | | 2 2 0 2 2 1 5 8 0 0 2 2 0 | | | | | | | | | |
| Collective weight | | | | | | | | | | Collective weight | | | | | | | | | | Collective weight | | | | | | | | | |
| Stream | | | | | | | | | | Stream | | | | | | | | | | Stream | | | | | | | | | |
| Kedge | | | | | | | | | | Kedge | | | | | | | | | | Kedge | | | | | | | | | |
| CHAIN CABLES. | | | | | | | | | | HAWERS AND WARPS. | | | | | | | | | | HAWERS AND WARPS. | | | | | | | | | |
| Number of Certificate | | | | | | | | | | Length and size supplied | | | | | | | | | | Test per Certificate | | | | | | | | | |
| Length. Diam. | | | | | | | | | | Length. Diam. | | | | | | | | | | Length. Diam. | | | | | | | | | |
| Fathoms. Ins. | | | | | | | | | | Fathoms. Ins. | | | | | | | | | | Fathoms. Ins. | | | | | | | | | |
| 30087 | | | | | | | | | | 105 1 1/2 20 1/2 30 1/2 60 1/2 110 1/2 105 1 1/2 | | | | | | | | | | 105 1 1/2 20 1/2 30 1/2 60 1/2 110 1/2 105 1 1/2 | | | | | | | | | |
| Iron Steam Chain or Steel Wire | | | | | | | | | | Iron Steam Chain or Steel Wire | | | | | | | | | | Iron Steam Chain or Steel Wire | | | | | | | | | |
| Boats | | | | | | | | | | Pumps, Number | | | | | | | | | | Windlass is by | | | | | | | | | |
| Engine Room Skylights | | | | | | | | | | Coal Bunker Openings | | | | | | | | | | Ceiling in Holds | | | | | | | | | |
| Cargo Hatchways | | | | | | | | | | State size No. 1 Hatch (Forward) | | | | | | | | | | No. 2 Hatch (Forward) | | | | | | | | | |
| Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch | | | | | | | | | | No. of Breasthooks | | | | | | | | | | No. of Crutches | | | | | | | | | |
| Bulwarks, height above deck and description | | | | | | | | | | The above is a correct description. | | | | | | | | | | Builder's Signature | | | | | | | | | |
| Boats | | | | | | | | | | Pumps, Number | | | | | | | | | | Windlass is by | | | | | | | | | |
| Engine Room Skylights | | | | | | | | | | Coal Bunker Openings | | | | | | | | | | Ceiling in Holds | | | | | | | | | |
| Cargo Hatchways | | | | | | | | | | State size No. 1 Hatch (Forward) | | | | | | | | | | No. 2 Hatch (Forward) | | | | | | | | | |
| Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch | | | | | | | | | | No. of Breasthooks | | | | | | | | | | No. of Crutches | | | | | | | | | |
| Bulwarks, height above deck and description | | | | | | | | | | The above is a correct description. | | | | | | | | | | Builder's Signature | | | | | | | | | |

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

M 2.4.05. 22.5.06

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*

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)? *Yes*

State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? *Yes*

State results of tests *Satisfactory*

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, Pumping Arrangements, and Report on Ship's Fittings.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *19.6* ft., R.Q.D. or Break *19.6* ft., Bridge Dk. *19.6* ft., F'castle *19.6* 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). *100*

Official No. *123546*; Signal Letters *✓*

State if Machinery is fitted *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. Feet. | Water Capacity. Tons. | Where fitted. | *Length. Feet. | Water Capacity. 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> | | Deep tank, aft, | <i>✓</i> | |
| Double bottom, if under Boilers only, | <i>✓</i> | | Deep tank, forward | <i>✓</i> | |
| Double bottom, forward, | <i>✓</i> | | Other tanks, if fitted, | <i>✓</i> | |
| Total capacity <i>✓</i> | | | (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. *1543*

Date *4/1/05*

No. *86* in builder's yard.

DATA OF SURVEYS held while building

1905: Dec 4, 6, 8, 11, 13, 15, 18, 22, 28. 1906: Jan 2, 5, 9, 12, 16, 26, 30. Feb 5, 12, 19. Mar 2, 7, 14, 21, 28, 30. Apr 2, 5, 30. May 2, 4, 9.

Total No. of Visits *35*

The amount of Entry Fee£ *2* : : : 19/6/1906

Special.....£ *10* : : : 7/5/1906

Travelling Expenses, if any £ *1* : : : 1/6/1906

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*

Committee's Minute

Character assigned *100A1 Steam Trawler*

Lloyds A.S.C. + L.M. 5.06

Allison B. Wilson

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

FRI. 22 JUN 1906

Committee's Minute

Character assigned *100A1 Steam Trawler*

Lloyds A.S.C. + L.M. 5.06

Allison B. Wilson

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

© 2021 Lloyd's Register Foundation