

IRON SHIP.

MONDAY 30 AUGUST 1887

(Received at London Office)

No. *3987* Survey held at *Hull* Date, First Survey *April 19th* Last Survey *25th Augt.* 1886
 On the *Iron Steam Trawler Adventure*

TONNAGE under Tonnage Deck *121.83*
 Ditto of Third, Spar, or Awning Deck.
 Ditto of Poop, or Raised Or. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *121.83*
 Net Crew Space *6.97*
 Net Engine Room *64.45*
 Register Tonnage as cut on Beam *50.41*

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) *10.4*
 Depth from upper part of Keel to top of Upper Deck Beams *12.1*
 Girth of Half Midship Frame (as per Rule) *17.8*
 1st Number *40.3*
 1st Number, if a 3-Decked Vessel deduct 7 feet
 Length *88.10*
 2nd Number *35.50*
 Proportions— Breadths to Length *4.2*
 Depths to Length—Upper Deck to Keel *7.2*
 Main Deck ditto

Master *Quiraud*
 Built at *Hull*
 When built *1886* Launched *July 1st*
 By whom built *Cook, Melton & Gemmell*
 Owners *Humber Steam Trawling Co.*
 Residence *1, Quay Street, Hull*
 Port belonging to *Hull*
 Destined Voyage *Fishing*
 If Surveyed while Building, Afloat, or in Dry Dock. *Building and afloat*

LENGTH on deck as per Rule *88* Feet. *11* Inches. BREADTH—Moulded... *20* Feet. *9* Inches. DEPTH top of Floors to Upper Deck Beams *11* Feet. *0* Inches. Do. do. Main Deck Beams...
 Dimensions of Ship per Register, length, *89.8* breadth, *20.7* depth, *10.75*

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
KEEL, depth and thickness	<i>4 1/2 + 1 1/4</i>	<i>4 1/2 + 1 1/4</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>30</i>	<i>4</i>
TEMP, moulding and thickness	<i>4 1/2 + 1 1/4</i>	<i>4 1/2 + 1 1/4</i>	From Garboard to upper part of Bilges	<i>28</i>	<i>5</i>
TERN-POST for Rudder do. do.	<i>6 + 2 1/2</i>	<i>6 + 2 1/2</i>	Of d'bling at Bilge, or increased thickness, and length applied	<i>28</i>	<i>5</i>
" " for Propeller	<i>6 + 2 1/2</i>	<i>6 + 2 1/2</i>	From up. prt of Bilge to lr. edge of Sh'rstrake	<i>30</i>	<i>4</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>20 inches</i>	<i>20 inches</i>	Main Sheerstrake, breadth and thickness	<i>30</i>	<i>4</i>
			Of d'bling at Sh'stk. & lng. applied		
FRAMES, Angle Iron, for 1/2 length amidships	<i>3 2 1/2 5</i>	<i>3 2 1/2 5</i>	From M'n. to Up. or Spar Dk. Sh'rstrake		
Do. for 1/2 at each end	<i>3 2 1/2 5</i>	<i>3 2 1/2 5</i>	Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss.		
REVERSED FRAMES, Angle Iron	<i>2 1/2 2 1/2 4</i>	<i>2 1/2 2 1/2 4</i>	Butt Straps to outside plating, breadth & thickness	<i>10 1/8 + 8 1/2</i>	<i>10 1/8 + 8 1/2</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>14 + 4</i>	<i>16 + 6</i>	Lengths of Plating	<i>11.8"</i>	<i>8.2"</i>
" thickness at the ends of vessel			Shifts of Plating, and Stringers	<i>3.4"</i>	<i>3.4"</i>
" depth at 1/2 the half-bdth. as per Rule	<i>Super Deck</i>	<i>Super Deck</i>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>20</i>	<i>6</i>
" height extended at the Bilges			Angle Iron on ditto	<i>3 + 3 + 6</i>	<i>3 + 3 + 6</i>
BEAMS, Upper, Spar, or Awning Deck	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	Tie Plates fore and aft, outside Hatchways	<i>3 + 3 + 6</i>	<i>3 + 3 + 6</i>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Diagonal Tie Plates on Beams No. of Pairs		
Angle or double Angle Iron on Upper edge	<i>40 inches</i>	<i>40 inches</i>	Flat of Up., Spar, or Awning Dk.	<i>3" Pine</i>	<i>3"</i>
Average space			How fastened to Beams	<i>Gal. Nut and screw bolt</i>	
BEAMS, Main, or Middle Deck			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Is the Stringer Plate attached to the outside plating?		
Angle, or double Angle Iron, on Upper Edge			Angle Irons on ditto, No.		
Average space			Tie Plates, outside Hatchways		
BEAMS, Lower Deck			Diagonal Tie Plates on Beams, No. of pairs		
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Flat of Middle Deck* do. do.		
Angle or double Angle Iron on Upper Edge			How fastened to Beams		
Average space			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
BEAMS, Hold, or Orlop			Is the Stringer Plate attached to the outside plating?		
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Irons on ditto, No.		
Angle or double Angle Iron on Upper Edge			Stringer or Tie Plates, outside Hatchways		
Average space			Flat of Lower Deck*		
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	<i>4 1/2 + 4</i>	<i>4 1/2 + 4</i>			
" Rider Plate			Ceiling betwixt Decks, thickness and material	<i>3" pine</i>	<i>3"</i>
" Bulb Plate to Intercostal Keelson	<i>3 1/2 3 6</i>	<i>3 1/2 3 6</i>	" in hold do. do.	<i>Polish Countersunk</i>	
" Angle Irons			Main piece of Rudder, diameter at head	<i>3 1/2</i>	<i>3 1/2</i>
" Double Angle Iron Side Keelson			do. at heel	<i>2</i>	<i>2</i>
" Side Intercostal Plate			Can the Rudder be unshipped afloat?	<i>Yes</i>	
" do. Angle Irons			Bulkheads No. <i>3</i> No. per Rule <i>3</i>		
" Attached to outside plating with angle iron			" Thickness of <i>4/16</i>		
EDGE Angle Irons	<i>3 3 6</i>	<i>3 3 6</i>	" Height up <i>to main deck</i>		
" do. Bulb Iron			" How secured to sides of ship <i>by double frames</i>		
" do. Intercostal plates riveted to plating for length	<i>3 3 6</i>	<i>3 3 6</i>	" Size of Vertical Angle Irons <i>3 1/2 x 3 1/2</i> and distance apart <i>30</i> ins.		
EDGE STRINGER Angle Irons			" Are the outside Plates doubled two spaces of Frames in length?	<i>Yes</i>	
" Intercostal plates riveted to plating for length					
EDGE STRINGER Angle Irons					

FRAMES extend in one length from *Hull* to *Quornale* Riveted through plates with *5/8* in. Rivets, about *5* apart.
 REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *upper turn of* and to *Bilge* alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*

PLATING. Garboard, double riveted to Keel, with rivets *3/8* in. diameter, averaging *4 1/2* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 1/2* ins. from centre to centre.

Butts of *the* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/6* thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *5/8* in. diameter, averaging *2 1/2* ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *5/8* in. diameter, averaging *2 1/2* ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for *all* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for *all* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *2 1/4*

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, *3* Crutches, *3*

At description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Angles, Hull & Forge*

Manufacturer's name or trade mark, *Plates, S. M. I. Co.*

The above is a correct description. *J. P. Cook* *William Gemmell* Surveyor's Signature. *James McNeil*

Builder's Signature, *W. Gemmell* Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship.

Are the butts of plating planed or otherwise fitted?

Planed

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are *throughout* in *Good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

(Wood)

NUMBER & LETTER for EQUIPMENT		Fathoms	Inches	Test per Certificate	Inches per Rule	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
N ^o .	SAILS.	CABLES, &c.					Bower Anchors					
		Chain										
	Fore Sails,	Iron Stream Chain										
	Fore Top Sails,	or Steel Wire ..										
	Fore Topmast Stay Sails,	or Hempen Strm Cable ..										
	Main Sails,	Towline, Hemp.										
	Main Top Sails, and	or Steel Wire ..										
		Hawser ..										
		Warp ..										
		quality										

Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *one* Long Boat and *Good* Pumps *Good*

The Windlass is *Iron, and Good* Capstan *Good* and Rudder *Good*

Engine Room Skylights.—How constructed? *Iron coming from Mid Top* How secured in ordinary weather? *Hand secured*

What arrangements for deadlights in bad weather? *Strong glass bullseyes and tarpaulins* Height above deck? *Flush*

Coal Bunker Openings.—How constructed? *Cast Iron* How are lids secured? *Locked*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three (3) hinged ports 16" x 8" and Four (4) scuppers on each side.*

Cargo Hatchways.—How formed? *Iron coming*

State size Main Hatch *Small* Forehatch *Small* Quarterhatch *Small*

If of extraordinary size, state how framed and secured? *---*

What arrangement for shifting beams? *---*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *350*

Date *30/4/86*

Order for Ordinary Survey No. *---*

Date *---*

No. *15* in builder's yard.

State dates of letters respecting this case *14/4/86*

General Remarks (State quality of workmanship, &c.)

This one decked Iron Steam Trawler, has been built under Special Survey, in accordance with the accompanying sketch of Midship Section (excepting that the floor plates have been fitted 14" x 7/16" in lieu of 16" x 7/16", in order to get the Boilers under Main deck Beams) and in other respects with the Rules for the 100.A. Class.

The Iron work is efficiently protected from oxidation by cement and paint, and the workmanship throughout is good.

Flush decked

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *Paint.*

I am of opinion this Vessel should be Classed *100.A.1 "Trawler"*

The amount of the Entry Fee£ *1 : " : "* is received by me, *thb.*

Special£ *8 : 8 : -* 28/7 1886

(to be sent as per margin). Certificate ... *Gratis*

Committee's Minute

Character assigned

TUESDAY 31 AUGUST 1886

100A.1

thb. Trawler

Surveyor to Lloyd's Register of British and Foreign Shipping

It is submitted that this vessel is worthy to be classed 100A.1 as recommended.

Lloyd's Register Foundation