

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 *21st January 1908*

Date, First Survey *Oct. 25/07*

Port of *Hull*

Last Survey *Jan. 15th 1908*

Rig *Ketch*

No. *19758*

Received at London Office, *FRI. 24 JAN 1908*

Survey held at *Selly*

On the *Steam Sloop "PEKEN."*

TONNAGE under Tonnage Deck... *201.83*

Do. of Poop *13.47*

Do. of Raised Qr. *7.97*

Do. of Bridge House *4.95*

Do. of Forecastle *2.28.22*

Do. of Houses on Deck *106.49*

Do. of excess of Hatchways *3.00*

Do. above Crown of Engine Room *228.22*

Gross Tonnage *228.22*

Less Crew Space *106.49*

Less above Crown of Engine Room *3.00*

TONNAGE FOR FEES *118.43*

Less Engine Room *106.49*

Less Navigation Spaces *3.00*

Register Tonnage *118.43*

as cut on Beam *118.43*

ONE OR TWO DECKED VESSEL.

CLASS *100A1* Steam Sloop

Half Breadth (moulded) *10.95*

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

Girth of Half Midship Frame (as per Rule) *19.24*

1st Number *42.89*

Length on deck from after part of stem to fore part of stern post *118.87*

2nd Number *50.98*

Proportions—Breadths to Length *5.4*

Depths to Length—Main Deck to top of Keel *9.3*

Destined Voyage *Fishing*

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

Master *✓*

Year of appointment *(1) As master in service of owner of present vessel: 1908 (2) As master of this vessel: 1908*

Built at *Selly*

When built *1908* Launched *1st Dec. 1907*

By whom built *Cochran & Sons*

Owners *H. E. Taylor*

Managers

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

Residence *Grimsby*

Port belonging to *Grimsby*

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

Dimensions of Ship per Register, Length, *120-0* breadth, *22-0* depth, *11.47* Moulded Depth, *12* ft. *3* ins. Round of Beam, Actual *7* ins.

FRAMING.

| | Inches in Ship. | Inches in Ship. | 16ths in Ship. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. | 16ths per Rule Or as Approved. |
|---|-----------------|-----------------|----------------|---------------------------------|---------------------------------|--------------------------------|
| FRAME, Angles, <i>E or L</i> Bars, for $\frac{1}{2}$ length amidships | <i>4</i> | <i>3</i> | <i>7</i> | <i>4</i> | <i>3</i> | <i>7</i> |
| Do. for $\frac{1}{2}$ at each end | | | | | | |
| Do. in way of Double Bottoms at Solid Floors. | | | | | | |
| Spacing of Frames from centre to centre | <i>20</i> | | | <i>20</i> | | |
| REVERSED 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> | <i>4</i> |
| DEEP FRAMING, depth of girder | <i>4</i> | | | <i>4</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> |
| in way of Engines and Boilers | | | <i>7</i> | | | <i>7</i> |
| thickness at the ends of vessel | | | <i>6</i> | | | <i>6</i> |
| depth at $\frac{1}{2}$ the half breadth, as per Rule | | | | | | |
| height extended at the Bilges | | | | | | |
| FLOORS & BRACKETS, in Cell Dble Bottoms | | | | | | |
| state if flanged (top & bottom) | | | | | | |
| Spacing | | | | | | |
| CENTRE GIRDER, in Double Bottom, depth and thickness | | | | | | |
| Angles, Top | | | | | | |
| Bottom | | | | | | |
| SIDE GIRDERS, number on each side & thickness | | | | | | |
| state if flanged (top & bottom) | | | | | | |
| Angles | | | | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | | | | | | |
| Angles to Outside Plating | | | | | | |
| Floors | | | | | | |
| Height of Floors at the Bilges | | | | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | | | |
| thickness in Engine and Boiler space | | | | | | |
| Remainder in Holds | | | | | | |
| BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | <i>5</i> | <i>3</i> | <i>8</i> | <i>5</i> | <i>3</i> | <i>8</i> |
| Angles on Upper Edge | | | | | | |
| Spacing | <i>40</i> | | | <i>40</i> | | |
| BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | | | |
| Angles on Upper Edge | | | | | | |
| Spacing | | | | | | |
| BEAMS, Hold, Plate or Tee Bulb | | | | | | |
| Angles on Upper Edge | | | | | | |
| Spacing | | | | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | | | |
| Angles on Upper Edge | | | | | | |
| Spacing | | | | | | |
| BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb | | | | | | |
| Angles on Upper Edge | | | | | | |
| Spacing | | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | <i>5</i> | <i>3</i> | <i>8</i> | <i>5</i> | <i>3</i> | <i>8</i> |
| Angles on Upper Edge | | | | | | |
| Spacing | <i>40</i> | | | | | |
| PILLARS, In 'tween Decks, Size and Spacing | | | | | | |
| Hold | | | | | | |
| Quarter, 'tween Dks., | <i>2 1/2</i> | | | | | |
| in Hold | | | | | | |
| WEB FRAMES, In Fore Body, No. and Spacing | | | | | | |
| Brdth. & Thickness | | | | | | |
| No. of Side Stringers | | | | | | |
| WEB FRAMES, In E. & B. Space, No. & Spacing | | | | | | |
| Brdth. & Thickness | | | | | | |
| 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 | | | | | | |

FORGINGS AND CASTINGS.

| | Inches in Ship. | Inches per Rule Or as Approved. |
|--|------------------------------------|---------------------------------|
| KEEL, Bar or Side Plates depth and thickness | <i>7 1/2 x 15</i> | <i>7 1/2 x 15</i> |
| STEM, moulding and thickness | <i>7 1/2 x 15</i> | <i>7 1/2 x 15</i> |
| STERN-POST for Rudder do. do. | <i>6 x 3</i> | <i>6 x 3</i> |
| for Propeller | <i>4 1/2</i> | <i>4 1/2</i> |
| MAIN PIECE of Rudder, diameter at head | <i>3 1/2 x 3</i> | <i>3 1/2 x 3</i> |
| do. at heel | | |
| RUDDER, how constructed | <i>Forged iron frame, 2 plates</i> | |
| Can the Rudder be unshipped afloat? | <i>yes</i> | |

KEELSONS AND STRINGERS.

| | Inches in Ship. | Inches in Ship. | 16ths in Ship. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. | 16ths per Rule Or as Approved. |
|--|-----------------|-----------------|----------------|---------------------------------|---------------------------------|--------------------------------|
| CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate | <i>7 1/2</i> | | <i>7 1/2</i> | | | <i>7</i> |
| Rider Plate | | | | | | |
| Bulb Plate to Intercoastal Keelson | | | | | | |
| Horizontal Plates on Floors | | | | | | |
| Angles | <i>4</i> | <i>3</i> | <i>7</i> | <i>4</i> | <i>3</i> | <i>7</i> |
| SIDE KEELSON, Angles | | | | | | |
| Bulb or Plate above floors for lng. | | | | | | |
| Intercoastal Plate for length | | | | | | |
| Attached to outside plating with Angle | | | | | | |
| BILGE KEELSON, Angles | <i>3</i> | <i>3</i> | <i>6</i> | <i>3</i> | <i>3</i> | <i>6</i> |
| Bulb or Plate above floors for lng. | | | | | | |
| Intercoastal Plate for length | | | | | | |
| Attached to outside plating with Angle | | | | | | |
| BILGE STRINGER Angles | | | | | | |
| Bulb Plate for length | | | | | | |
| Intercoastal Plate for length | | | | | | |
| Attached to outside plating with Angle | | | | | | |
| SIDE STRINGER Angles | <i>3</i> | <i>3</i> | <i>6</i> | <i>3</i> | <i>3</i> | <i>6</i> |
| Bulb or Intercoastal Plate for lng. | | | | | | |
| Attached to outside plating with Angle | | | | | | |
| Main and Raised Quarter Deck Stringer Plate, breadth and thickness | <i>50</i> | | <i>50</i> | | | <i>5</i> |
| Angle on ditto | <i>3 x 3</i> | <i>6</i> | <i>3 x 3</i> | <i>6</i> | | <i>6</i> |
| Tie Plates, outside Hatchways | <i>8</i> | | <i>8</i> | | | <i>6</i> |
| Diagonal Tie Plates on Bms., No. of Pairs | | | | | | |
| Main Dk* Iron or Steel for lng. | | | | | | |
| R. Q. Dk* Iron or Steel for lng. | | | | | | |
| Wood Deck, Material & thickness | <i>3</i> | | <i>3</i> | | | <i>2 1/2</i> |
| Lower Deck Stringer Plate, breadth and thickness | | | | | | |
| Angles on ditto, No. | | | | | | |
| Tie Plates, outside Hatchways | | | | | | |
| Deck* Material and thickness | | | | | | |
| Hold Stringer Plate | | | | | | |
| Angles on ditto, No. | | | | | | |
| Poop Deck Stringer Plate, breadth & thickness | | | | | | |
| Angle on ditto | | | | | | |
| Tie Plates | | | | | | |
| Deck, Material and thickness | | | | | | |
| Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness | | | | | | |
| Angle on ditto | | | | | | |
| Tie Plates | | | | | | |
| Deck, Material and thickness | | | | | | |
| Forecastle Deck Stringer Plate, brdth & thcknss | | | | | | |
| Angle on ditto | <i>3 x 3</i> | <i>6</i> | <i>3 x 3</i> | <i>6</i> | | <i>4</i> |
| Tie Plates | | | | | | |
| Deck, Material and thickness | | | | | | |

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

| BULKHEADS. | Number. | Thickness. | STIFFENERS. | Single or Double Frames. | Height up. |
|----------------|------------|------------|---------------------------------|--------------------------|------------|
| | In Vessel. | Per Rule. | Horizontal. Vertical. | | |
| | | | Size. Spacing. Size. Spacing. | | |
| | | | Inches. Inches. Inches. Inches. | | |
| W.T. BULKHEADS | <i>4</i> | <i>4</i> | <i>3 x 2 1/2 x 5/8</i> | <i>48</i> | <i>22</i> |
| PARTITION | | | | <i>30</i> | |
| LONGITUDINAL | | | | | |

Are the outside Plates doubled two spaces of Frames in length? *yes*
Are the Stille Valves and Watertight Doors in efficient working order? *yes*

[illegible]

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

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

Are the liners between the frames and plates solid single pieces? Yes Do the holes for riveting plate to frames, butt straps, or plate

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.*

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 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, Pumping arrangements, and Report on Ship's Boring.

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 24.2 ft., Bridge Dk. ☒ ft., F'castle 19.5 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)

Official No. 124823 ; 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. |
|---------------------|----------|-----------------|---------------|----------|-----------------|
| | Feet. | Tons. | | Feet. | Tons. |
| Double bottom. aft. | | | | | |

| | | | | |
|---|---|--|------------------|---|
| Double bottom, under Engines and Boilers, | ✓ | | Fore peak tank, | ✓ |
| Double bottom, if under Engines only, | ✓ | | After peak tank, | ✓ |
| | | | 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.

Order for Special Survey No. 1717
 Survey building
4/16/04
70% - Oct. 20, 20, Nov. 6, 12, 22, 29, Dec. 5, 13, 20, Jan 15

Date 1/16/71
No. 401 in builder's yard
res of _____
td while _____

Total No. of Visits 10

The amount of Entry Fee £ 2 - - - 23/11/1908
Special £ 11 : 8 - - - Received by me *AB. 1. 08*
Certificate to be sent to *Hull*

Travelling Expenses, if any £ - : 16 : - 257 19 3

I am of opinion this Vessel should be Classed 100A1 "Steam Trawler" Allison B. Wilson

With, or without Freeboard, as condition of Class Without Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 28 JAN 1988

Character assigned 10001

Stm Hawker

Lined 176. (P) + Lined 128

12. 1. 1900

15 2020

714 55 Lloyd's R
5

Contains 1/8.

