

1 or 2 Dks., R.Q.Dk.,

## IRON OR STEEL STEAMER.

No. 53742

and Pt. Awng. Dk.

State if Report is also sent on the Machinery of the Vessel. *Yes*Received at London **WED. 30 OCT 1907**Date of completion of Report *October 28<sup>th</sup> 1907*Port of *Newcastle on Tyne*Date, First Survey *11 June 1907*Last Survey *23<sup>rd</sup> October 1907*Rig *Ketch*Survey held at *North Shields*  
On the *Screw Trawler "Saxon"*TONNAGE and Tonnage Deck... *198.73*Do. of Poop *10.26*Do. of Raised Or. *14.34*Do. of Bridge House *4.84*Do. of Forecastle *11.14*Do. of Houses on Deck *239.34*Do. of excess of Hatchways *23.64*Do. above Crown of Engine Room *11.14*Gross Tonnage *204.56*Less Crew Space *132.00*Less above Crown of Engine Room *9.74*TONNAGE FOR FEES *73.96*Less Engine Room *73.96*Less Navigation Spaces *73.96*Register Tonnage *73.96*as cut on Beam *73.96*

ONE OR TWO DECKED VESSEL.

CLASS *100A1 Steam Trawler*Half Breadth (moulded) *10.67*Depth from upper part of Keel to top of Main Deck Bms. *12.96*Girth of Half Midship Frame (as per Rule) *19.25*1st Number *42.88*Length on deck from after part of stem to fore part of stern post *118.87*2nd Number *5097*Proportions—Breadths to Length *5.54*Depths to Length—Main Deck to top of Keel *9.17*Destined Voyage *Fishing*Surveyed while Building, Afloat, & in Dry Dock *Special*Master *✓*Year of appointment *✓*Built at *North Shields*When built *1907* Launched *Sept 19<sup>th</sup> 1907*By whom built *Smiths Dock Co Ltd*Owners *Neale Bros.*Managers *✓*Residence *Penarth*Port belonging to *Milford*

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
	118	10 1/2		21	4		11	8	one	one

Dimensions of Ship per Register, Length, *120.3* breadth, *21.6* depth, *11.65* Moulded Depth, *12 ft. 6 ins.* Round of Beam, Actual *6 ins.*

FRAMING.						FORGINGS AND CASTINGS.					
FRAME, Angles, <i>TE</i> or <i>TE</i> Bars, for 1/2 length amidships						KEEL, <i>BULB</i> Plates depth and thickness					
Do. for 1/2 at each end	✓	4	3	8	4	3	8	7 1/2 x 1 1/8	7 1/2 x 1 1/8	7 1/2 x 1 1/8	7 1/2 x 1 1/8
Do. in way of Double Bottoms at Solid Floors..	✓	4	3	7	4	3	7	7 1/2 x 1 1/8	7 1/2 x 1 1/8	7 1/2 x 1 1/8	7 1/2 x 1 1/8
at intermdt. Bkts.	✓	4	3	7	4	3	7	6 x 2 1/2	6 x 2 1/2	6 x 2 1/2	6 x 2 1/2
Spacing " Frames from centre to centre	✓	21						6 x 2 1/2	6 x 2 1/2	6 x 2 1/2	6 x 2 1/2
REVERSED FRAME, Angles <i>on floor in engine space only</i>	✓	3	3	7 1/6	2 1/2	2 1/2	7 1/6	4 1/4	4 1/4	4 1/4	4 1/4
DEEP FRAMING, depth of girder	✓	16		7	16	7	16	3 1/4	3 1/4	3 1/4	3 1/4
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	✓	16		7	16	7	16				
" in way of Engines and Boilers	✓	16		7	16	7	16				
" thickness at the ends of vessel	✓	16		7	16	7	16				
" depth at 1/2 the half breadth, as per Rule	✓	16		7	16	7	16				
" height extended at the Bilges	✓	16		7	16	7	16				
FLOORS & BRACKETS, in Cell Dble Bottoms	✓	16		7	16	7	16				
" state if flanged (top & bottom)	✓	16		7	16	7	16				
Spacing	✓	16		7	16	7	16				
CENTRE GIRDER, in Double Bottom, depth and thickness	✓	16		7	16	7	16				
" Angles, Top	✓	16		7	16	7	16				
" Bottom	✓	16		7	16	7	16				
SIDE GIRDERS, number on each side & thickness	✓	16		7	16	7	16				
" state if flanged (top & bottom)	✓	16		7	16	7	16				
" Angles	✓	16		7	16	7	16				
MARGIN PLATE, depth (exclusive of flange) and thickness	✓	16		7	16	7	16				
" Angles to Outside Plating	✓	16		7	16	7	16				
" Floors	✓	16		7	16	7	16				
" Height of Floors at the Bilges	✓	16		7	16	7	16				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	✓	16		7	16	7	16				
" thickness in Engine and Boiler space	✓	16		7	16	7	16				
" Remainder in Holds	✓	16		7	16	7	16				
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	✓	5 1/2	3	8	5 1/2	3	8				
" Angles on Upper Edge	✓	5 1/2	3	8	5 1/2	3	8				
" Spacing	✓	5 1/2	3	8	5 1/2	3	8				
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	✓	5 1/2	3	8	5 1/2	3	8				
" Angles on Upper Edge	✓	5 1/2	3	8	5 1/2	3	8				
" Spacing	✓	5 1/2	3	8	5 1/2	3	8				
BEAMS, Hold, Plate or Tee Bulb	✓	5 1/2	3	8	5 1/2	3	8				
" Angles on Upper Edge	✓	5 1/2	3	8	5 1/2	3	8				
" Spacing	✓	5 1/2	3	8	5 1/2	3	8				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	✓	5 1/2	3	8	5 1/2	3	8				
" Angles on Upper Edge	✓	5 1/2	3	8	5 1/2	3	8				
" Spacing	✓	5 1/2	3	8	5 1/2	3	8				
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb	✓	5 1/2	3	8	5 1/2	3	8				
" Angles on Upper Edge	✓	5 1/2	3	8	5 1/2	3	8				
" Spacing	✓	5 1/2	3	8	5 1/2	3	8				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	✓	5 1/2	3	8	5 1/2	3	8				
" Angles on Upper Edge	✓	5 1/2	3	8	5 1/2	3	8				
" Spacing	✓	5 1/2	3	8	5 1/2	3	8				
PILLARS, In 'tween Decks, Size and Spacing	✓	5 1/2	3	8	5 1/2	3	8				
" Hold	✓	5 1/2	3	8	5 1/2	3	8				
" Quarter, 'tween Dks.,	✓	5 1/2	3	8	5 1/2	3	8				
" in Hold	✓	5 1/2	3	8	5 1/2	3	8				
WEB FRAMES, In Fore Body, No. and Spacing	✓	5 1/2	3	8	5 1/2	3	8				
" Brdth. & Thickness	✓	5 1/2	3	8	5 1/2	3	8				
" No. of Side Stringers	✓	5 1/2	3	8	5 1/2	3	8				
WEB FRAMES, In E. & B. Space, No. & Spacing	✓	5 1/2	3	8	5 1/2	3	8				
" Brdth. & Thickness	✓	5 1/2	3	8	5 1/2	3	8				
" No. of Side Stringers	✓	5 1/2	3	8	5 1/2	3	8				
WEB FRAMES, In After Body, No. and Spacing	✓	5 1/2	3	8	5 1/2	3	8				
" Brdth. & Thickness	✓	5 1/2	3	8	5 1/2	3	8				
" No. of Side Stringers	✓	5 1/2	3	8	5 1/2	3	8				
" Size of Angles or Tee Bars to Web Frames	✓	5 1/2	3	8	5 1/2	3	8				
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	✓	5 1/2	3	8	5 1/2	3	8				
BULKHEADS.						STIFFENERS.					
W.T. BULKHEADS						PARTITION					
LONGITUDINAL						Are the outside Plates doubled two spaces of Frames in length?					
Are the Sluice Valves and Watertight Doors in efficient working order?						Are the Sluice Valves and Watertight Doors in efficient working order?					



[illegible]

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

m 10/4/07

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 very 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. Good

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

State results of tests. Good

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved plans, the Secretary's letter and otherwise in general conformity with the Rules

The materials & workmanship are good

The steel wire hawser twarp are supplied at Owner's request

A copy of approved Midship Section is enclosed for retention with report

The approved plans of Midship Section & Profile are enclosed for reference. please return same for dealing with sister vessels.

This vessel is slated to have struck Sunderland bar when returning to Builders from Engine works, on examination in dry dock the paint on bottom was found scrubbed but bottom otherwise undamaged

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 67 ft., R.Q.D. or Break 67 ft., Bridge Dk. 19 ft., F'castle 19 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) 1dk

Official No. 127,401 ; Signal Letters

State if Machinery is fitted aft Yes

How are the surfaces preserved from oxidation? Inside 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. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
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 of double bottom

(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. 358

Date 22/6/07

No. 358 in builder's yard.

Dates of Surveys held while building

1907 June 11, July 5, 11, 23, 26 to Aug 10, 23, Sep 5, 12, 18, Oct 2, 10, 16, 18, 21

Total No. of Visits 17

The amount of Entry Fee £ 10 : 0 : 0

Special £ 10 : 0 : 0

Travelling Expenses, if any £

Fees applied for, 29 OCT 1907

Received by me, 29/11/07

Certificate to be sent to Newcastle-on-Tyne

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

Thos Shaw

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

Committee's Minute

Character assigned

100 A1

Stm Trawler

Lloyd's 1260

Wiscld

+ Lm.b. 1007

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