

and
1st 2Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 19901

State if Report is also sent on the Machinery of the Vessel.

Received at London Office,

SAT. 21 MAR 1908

Date of completion of Report 20th March 1908

Port of Hull

Date, First Survey Sep. 19/07

Last Survey

Mar. 13th 1908

Rig Ketch

Survey held at

On the Steam Sloop "ARFON."

TONNAGE under 189.82

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 228.26

Less Crew Space 25.25

Less above Crown of

Engine Room...

TONNAGE FOR FEES 193.27

Less Engine Room

Less Navigation Spaces

+ Absorption of Engine Room

Register Tonnage 68.31

as cut on Beam...

ONE OR TWO DECKED VESSEL.

CLASS 100A1 Steam Sloop.

Master J. Beck.

Year of appointment

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

Built at

When built 1908

Launched 4th February

By whom built Book Shipbuilding & Rep. Co. Ltd.

Owners The Pater Steam Trawling Co. Ltd.

Managers

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

Residence Milford

Port belonging to Milford

Half Breadth (moulded) 10.75

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

12.94

Girth of Half Midship Frame (as per Rule) 19.00

1st Number 42.69

Length on deck from after part of stem to fore part of

118.87

2nd Number 5074

Proportions—Breadths to Length 5.52

Depths to Length—Main Deck to top of Keel 9.18

Destined Voyage Fishing

If Surveyed while Building, Afloat, or in Dry Dock Yes

LENGTH on Deck as per Rule 118 Feet. 10 1/2 Inches. BREADTH Moulded 21 Feet. 6 Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams 11 Feet. 8 Inches. No. of Decks with Flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, Length, 120-0 breadth, 21-6 depth, 11-4 1/2 Moulded Depth, 12 ft. 6 ins. Round of Beam, Actual 6 ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	20ths in Ship.		Inches in Ship.	Inches per Rule.	20ths per Rule.
FRAME, Angles, 7-E or 6-Bars, for 1/2 length amidships	4	3	8	KEEL, Bar or Side Plates depth and thickness	7 1/2 x 1 1/8	7 1/2 x 1 1/8	7 1/2 x 1 1/8
Do. for 1/2 at each end				STEM, moulding and thickness	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				STERN-POST for Rudder do. do.	6 x 2 1/2	6 x 2 1/2	6 x 2 1/2
Spacing of Frames from centre to centre	21		21	for Propeller	4 1/2	4 1/2	4 1/2
REVERSED FRAME, Angles	2 1/2	2 1/2	5 1/16	MAIN PIECE of Rudder, diameter at head	3 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2
DEEP FRAMING, depth of girder	4		4	do. at heel			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	16	8	16	RUDDER, how constructed	Forged iron frame, 2 Plates.		
in way of Engines and Boilers	ES. B. 9		8-9	Can the Rudder be unshipped afloat?	Yes		
thickness at the ends of vessel				KEELSONS AND STRINGERS.			
depth at 1/2 the half breadth, as per Rule	Straight across		plan.	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
height extended at the Bilges	Sub			Rider Plate			
FLOORS & BRACKETS, in Cell Dble Bottoms				Bulb Plate to Intercoastal Keelson			
state if flanged (top & bottom)				Horizontal Plates on Floors			
Spacing				Angles	7	3	10
CENTRE GIRDER, in Double Bottom, depth and thickness				SIDE KEELSON, Angles			
Angles, Top				Bulb or Plate above floors for lng.			
Bottom				Intercoastal Plate for length			
SIDE GIRDERS, number on each side & thickness				Attached to outside plating with Angle			
state if flanged (top & bottom)				BILGE KEELSON, Angles (One)	5	4	9
Angles				Bulb or Plate above floors for lng.			
MARGIN PLATE, depth (exclusive of flange) and thickness				Intercoastal Plate for length			
Angles to Outside Plating				Attached to outside plating with Angle			
Floors				BILGE STRINGER Angles			
Height of Floors at the Bilges				Bulb Plate for length			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake				Intercoastal Plate for length			
thickness in Engine and Boiler space				Attached to outside plating with Angle			
Remainder in Holds				SIDE STRINGER Angles (One)	5	4	9
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	8	Bulb or Intercoastal Plate for lng.			
Angles on Upper Edge	5 1/2	3	9	Attached to outside plating with Angle			
Spacing	42		42	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	36	7	36
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb				Angle on ditto	3 x 3	7	3 x 3
Angles on Upper Edge				Tie Plates, outside Hatchways	8	7	8
Spacing				Diagonal Tie Plates on Bms., No. of Pairs			
BEAMS, Hold, Plate or Tee Bulb				Main Dk* Iron or Steel for lng.			
Angles on Upper Edge				R. Q. Dk* Iron or Steel for lng.			
Spacing				Wood Deck, Material & thickness	3		3
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb				Lower Deck Stringer Plate, breadth and thickness			
Angles on Upper Edge				Angles on ditto, No.			
Spacing				Tie Plates, outside Hatchways			
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb				Deck* Material and thickness			
Angles on Upper Edge				HOLD STRINGER PLATE			
Spacing				Angles on ditto, No.			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	3	7	Poop Deck Stringer Plate, breadth & thickness			
Angles on Upper Edge				Angle on ditto			
Spacing	42		42	Tie Plates			
PILLARS, In 'tween Decks, Size and Spacing				Deck, Material and thickness			
Hold	2 1/2		As arranged	Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness			
Quarter, 'tween Dks.				Angle on ditto			
in Hold				Tie Plates			
WEB FRAMES, In Fore Body, No. and Spacing				Deck, Material and thickness			
No. of Side Stringers				Forecastle Deck Stringer Plate, brdth & thcknss	22	5 1/16	22
WEB FRAMES, In E. & B. Space, No. & Spacing				Angle on ditto	3 x 3	7	3 x 3
Brdth. & Thickness				Tie Plates	54	6-5	54
WEB FRAMES, In After Body, No. and Spacing				Deck, Material and thickness	3		3
Brdth. & Thickness				Are the outside Plates doubled two spaces of Frames in length?			
No. of Side Stringers				Are the Sluice Valves and Watertight Doors in efficient working order?			
Size of Angles or Tee Bars to Web Frames							
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness							

Rpt. 1A. 1m.47.

W 968-0135

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.					Diam. Spacing. or to cr. Length.					Diam. Spacing. or to cr. Length.				
FLAT PLATE KEEL <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> <i>(If Bar Keel, state Riveting)</i> GARBOARD OR A STRAKE <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> <i>State actual thickness in way of Double Bottom.</i> C <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> D <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> E <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> F <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> G <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> H <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> I <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> J <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> K <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> L <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> M <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> N <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> O <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> P <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i>										DOUBLE OF FLAT PLATE KEEL <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> Length and thickness of Bilges <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> Length and thickness of Sheerstrakes <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> Length and thickness of Strake below <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> POOP SIDES <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> RAISED QUARTER DECK SIDES <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> BRIDGE SIDES <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> FORECASTLE SIDES <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i> LENGTHS OF PLATING <i>38</i> <i>9</i> <i>9</i> <i>9</i> <i>38</i> <i>9</i>									
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.? <i>Mild Steel</i> <i>South Durham, J. G. & Co. Ltd.</i>										Main Stringer Plate Butts, riveted for <i>full</i> length amidship. Butts of Bilge & Side Stringers, and Tie Plates , treble or double riveted? <i>J. & D.</i> Inner Bottom Plating , riveting of Edges <i>Butts</i> Centre Girder Butts , riveted. <i>Keelson Butts</i> , riveted. Frames , riveted through Plates with <i>24</i> in. Rivets, about <i>5</i> apart. Rivets , state whether of Iron or Steel <i>Iron</i> .									
FRAMES extend in one length from <i>Keel</i> to <i>gunwale</i> . REVERSED FRAMES on floors and frames extend <i>from across top of floors</i> .										MASTS, SPARS, &c. LOWER MASTS <i>Pitch pine pole</i> Bowsprit <i>Pitch pine pole</i> Topmasts, Yards and Remainder of Spars <i>Pitch pine</i> Rigging, Material and Size, Shrouds <i>Sisal wire 2 1/2</i> Sails <i>One</i> Suit of Sails and the following spare sails <i>3 1/2</i>									
EQUIPMENT NO. <i>Letter</i> <i>Tonnage U.D.K. or Plating No. for Trawlers 5074</i>										ANCHORS. Number of Certificate. <i>60264</i> <i>3023</i> <i>3034</i> Anchors. <i>1st Bower</i> <i>2nd</i> <i>3rd</i> Weight, Ex Stock <i>6</i> <i>3</i> <i>6</i> <i>4</i> <i>3</i> <i>10</i> <i>2</i> <i>1</i> <i>24</i> Weight of Stock <i>9</i> <i>2</i> <i>2</i> <i>7</i> <i>5</i> <i>0</i> <i>0</i> <i>2</i> <i>2</i> <i>0</i> Test, Per Certificate <i>9</i> <i>2</i> <i>2</i> <i>7</i> <i>5</i> <i>0</i> <i>0</i> <i>2</i> <i>2</i> <i>0</i> Description of Anchor. <i>Hartshorn</i> <i>Ordinary</i> Makers. <i>Hartshorn</i> <i>Ordinary</i> Where and when tested and Superintendent. <i>L.P.H. & N. 3.12.07. Beam</i> <i>W. & A. 30.11.07. Dudley</i>									
CHAIN CABLES. Number of Certificate. <i>3869</i> Length and size supplied. <i>90</i> <i>1</i> <i>18</i> <i>27</i> Test per Certificate. <i>46</i> <i>5</i> <i>19</i> <i>45</i> <i>3</i> <i>17</i> Weight of Chain Cable. <i>90</i> <i>1</i> <i>18</i> <i>27</i> Description. <i>Steel</i> <i>N. Bloom</i> <i>L.P.H. & N. 27.11.07</i> Makers of Cables. <i>Sink</i> <i>9</i> <i>Don</i> <i>J.H. Dudley</i> Where and when tested and Superintendent. <i>L.P.H. & N. 27.11.07</i>										HAWSERS AND WARPS. Number of Certificate. <i>3869</i> Length and size supplied. <i>90</i> <i>1</i> <i>18</i> <i>27</i> Test per Certificate. <i>46</i> <i>5</i> <i>19</i> <i>45</i> <i>3</i> <i>17</i> Weight of Chain Cable. <i>90</i> <i>1</i> <i>18</i> <i>27</i> Description. <i>Steel</i> <i>N. Bloom</i> <i>L.P.H. & N. 27.11.07</i> Makers of Cables. <i>Sink</i> <i>9</i> <i>Don</i> <i>J.H. Dudley</i> Where and when tested and Superintendent. <i>L.P.H. & N. 27.11.07</i>									
Boats <i>One</i> Pumps, Number <i>Three</i> Windlass is by <i>Sumner & Snow</i> . Engine Room Skylights —How constructed? <i>of Teak</i> . Coal Bunker Openings —How constructed? <i>Cast iron rings</i> . How are lids secured? <i>Secured</i> . Height above deck? <i>Flush</i> . Cargo Hatchways —How formed? <i>Plates and angles</i> . State size No. 1 Hatch (Forward) <i>3-6 x 3-6</i> No. 2 Hatch <i>3-6 x 3-6</i> No. 3 Hatch <i>3-6 x 3-6</i> No. 4 Hatch Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch Bulwarks , height above deck and description <i>2-4 x 5-6</i> . Main Rail and Stays , material and size <i>4 x 3 x 20, steel B.A.</i> Builder's Signature <i>R. Head</i> Surveyor's Signature <i>Allison B. Wilson</i> Builder's Name <i>THE GOOLE SHIPBUILDING & REPAIRING CO. LTD.</i> Surveyor's Name <i>Allison B. Wilson</i> Builder's Address <i>Rt. 1A.</i> Surveyor's Address <i>Surveyor to Lloyd's Register of British and Foreign Shipping.</i>																			

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

(M) 22.8.07. (E) 8.10.07.

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 laying 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)? 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 letters of the above date, 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.
This is a sister vessel to the "Ardent". Hull Report No. 19850.
 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 ft., Bridge Dk. ft., F'castle 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 D.K.*
 Official No. ; Signal Letters
 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.	✓		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 *Yes*.

Order for Special Survey No. 1713
 Date *27/8/07*
 No. *113* in builder's yard
 Dates of Surveys held while building *1907. Sep. 19. 24. 28. Oct. 1. 8. 16. 18. 22. 24. 28. 30. 31. Nov. 2. 8. 13. 15. 21. 25. 27. Dec. 2. 6. 16. 19. 23. 30. 1908. Jan. 1. 3. 14. 16. 22. 27. 30. Feb. 1. 5. 11. 14. Mar. 4. 6. 13.*
 The amount of Entry Fee 1 : - : - 20.3.1908
 Special 9 : 13 : - Received by me, *23/4/08*
 Travelling Expenses, if any £ 1 : 2 : -
 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 *100A1*
Character assigned *Steam Trawler*
Lloyds 1908 P.
24/4/08
24/4/08
Surveyor's Signature *Allison B. Wilson*
Surveyor's Name *Allison B. Wilson*
Surveyor's Address *Surveyor to Lloyd's Register of British and Foreign Shipping.*