





WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. WEB-FRAMES, In E. & B. Space, No. & spacing. WEB-FRAMES, In After Body, No. and spacing. BRACKET PLATES to Stringers between Web Frames, depth and thickness.

FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A x D\* Table 22. Speed. Main-Piece, diameter at head. at heel.

BULKHEADS. Number. Thickness. STIFFENERS. Single or Double Frames. Height up, state deck. RUDDER, how constructed. Thickness of Plates or Single Plate. Can the Rudder be unshipped afloat? Manufacturer's name or trade mark of the Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. Has the Steel been tested as required by the Rules?

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		RIVETING.				BUTTS.			
	AMIDSHIP.		FORWARD.		AMIDSHIP.		EDGES JOGGLED.		RIVETS.		RIVETS.		STRAPS.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing cr. to cr.	Double or Triple and for what length.	Diam.	Spacing cr. to cr.	Breadth.
FLAT PLATE KEEL.....	1216	23 1/2	17 1/2	18	1168	23 1/2-17	2R	156	25	91	4R	25	90	355
GARBOARD OF A Strake	1580	14 1/2	14 1/2	12	1830	14 1/2-12		142	22	90	3	22	80	230
State actual thickness in wa. of Double Bottom.	1580	14 1/2	14 1/2	12		14 1/2-12					3		80	
C	1610	15 1/2	15	13		14 1/2-12					3		80	
D	1715	16	14	13		14 1/2-12		135			3		80	
BRIDGE STRAKE	2200	15	12	12		15-11					3		90	305
F	1580	15	11	12		15-11					3		80	230
G	1590	15 1/2	11 1/2	11 1/2		15-11					3			
H	1778	15 1/2	11 1/2	11 1/2		15-11					3			
MAIN D'SHEER	1770	15 1/2	12 1/2	11 1/2		16-11 1/2					3			
K	1600	14 1/2	11 1/2	11 1/2		16 1/2-11 1/2					3			
HELTERDOK S	1720	17	13	12		17-11 1/2					4		90	305
M	1170	15 1/2	12	13		15					3		80	230
BRIDGE S	1555	16 1/2	12	15		16 1/2					3			
O														
P														
Q														
R														
S														
T														
U														
V														
W														
THICKNESS OF SHEER STRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW														
DELG. of Flat Plate Keel														
" Sheerstrakes														
Length and thickness.														
POOP SIDES														
SHORT BRIDGE SIDES														
FORECASTLE SIDES														

SHUTTER Upper Deck Butts, 3R riveted for FULL length amidship. Stringer Plate Straps, single, double overlapped for FULL length amidship. MAIN Second Deck Butts, 2R riveted for full length amidship. Stringer Plate Straps, single or overlapped for full length amidship. Butts of Side Stringers riveted. Tie Plates riveted. Inner Bottom Plating, riveting of Edges 2R to 1R Butts 3R. Centre Girder Butts, 3R riveted. Keelson Butts, riveted. Frames, riveted through Plates with 22mm Rivets, about 5 1/2-7 apart. Rivets, state whether Steel or Steel Rivets.

FRAMES extend in one length from Tank top to Bridge deck. State if ordinary or joggled Ordinary. REVERSED FRAMES on floors and frames extend from Tank top to main deck on every frame. State if ordinary or joggled Ordinary.

MASTS, SPARS, &c. Material. Total Length. DIAMETER AND THICKNESS. No. of Plates in round. ANGLES. RIVETING. LOWER MASTS. Fore Steel 16.156 526x10 550x10 254x8 1/2 2 1R 3R. Main 14.304 541x10 538x10 252x8 1/2 2 1R 3R. Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging. Material and Size. Shrouds 3 shrouds, each side each mast 100mm wire. Stays 3 Fore stays 75mm. Backstays 75mm. Sails. No sails. Suit of. Sails, and the following spare sails.



EQUIPMENT No. <i>31307</i>				LETTER <i>✓ 2</i> ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS							
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 31.	Description of Anchor	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
	1st Bower	<i>54</i>	<i>1</i>	<i>14</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>44</i>	<i>19</i>	<i>2</i>	<i>21</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>34655</i>	2nd "	<i>51</i>	<i>1</i>	<i>14</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>43</i>	<i>4</i>	<i>2</i>	<i>21</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>34912</i>	3rd "	<i>63</i>	<i>3</i>	<i>2</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>50</i>	<i>10</i>	<i>0</i>	<i>0</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>82870</i>	4th "	<i>169</i>	<i>2</i>	<i>2</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>160</i>	<i>5</i>	<i>5</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
	Collective weight	<i>169</i>	<i>2</i>	<i>2</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>160</i>	<i>5</i>	<i>5</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>36511</i>	Stream	<i>15</i>	<i>2</i>	<i>10</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>17</i>	<i>0</i>	<i>3</i>	<i>21</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>36512</i>	Kedge	<i>6</i>	<i>3</i>	<i>0</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>9</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

ANCHOR			
1st Bower	No 34655	33-2-0	D. D.W.
2nd "	" 34912	32-0-21	"
3rd "	" 82870	37-1-14	"
4th "	"		

#### CHAIN CABLES.

#### HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire Towline.	Length and size per Table 31.	
	Length.	Diam.		Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.
31643	270	2 1/2	814/1134	618.2.0	605.2.14	270	278	STEEL LINK RICHARD SYKES & SONS LTD	S. P. PAUL	TOWLINE	120	4 1/2	39	120	4 1/2
23623	90	1 3/16	25 1/8	38	67.3.0	65.0.16	90	1 7/16	Do	Do	90	7	4 off	90	7

Boats 2 wood lifeboats U fitted with motor & 2 wood dinghy Steering Gear, Steam combined steam Steering Gear, Hand Pumps, Number 1 fore peak & top pump 140" DIA Diameter of Barrel DOWNTON 150" State whether they are in efficient working order GREENOCK Windlass is horizontal STEAM WINDLASS BY EMERSON WALKER & THOMPSON Capstan

Engine Room Skylights.—How constructed? Steel plates & angles What arrangements for deadlights in bad weather? Steel ringed flaps with strong bulls eyes light 170" Height above deck? 5' 30" mm

Coal Bunker Openings.—How constructed? Steel plates & angles How are lids secured? wood covers with ba- Hatches, If strong and efficient? yes

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 SCUPPERS each side & 5 freeing ports each side 930 X 600

Ceiling in Holds, thickness and material white pine 6 7/8" on battens 70" Cargo Battens, thickness and material W. PINE 150 X 50

Cargo Hatchways.—How formed? Steel plates & angles State size No. 1 Hatch (Forward) 7620 X 6080 No. 2 Hatch 10980 X 6080 No. 3 Hatch 5715 X 6080 No. 4 Hatch 9525 X 6080

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 1/45 hatches 4, 1/2 H-7 1/3 H-3 5 " 7620 X 6080

Number of H-5 STEEL PLATE BULKHEAD 1.170 M No. of Breasthooks 4 No. of Crutches

Bulwarks, height above deck and description PATENT BULWARK 160 X 80 Y 12" Main Rail, material and size

The foregoing is a correct description. Surveyor's Signature *M. H. Benson* Surveyor to Lloyd's Register of Shipping.

Builder's Signature (here only) *Frank W. Benson*

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M 28-11-19, M 12-12-19, M 18-12-19, M 29-12-19, M 15-1-20, M 6-1-20, M 7-2-20, M 2-3-20, E 31-3-20, M 8-4-20, E 24-3-21, E 20-4-21, M 21-10-21, M 28-12-21, M 19-1-22, M 7-2-22, M 10-2-22

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

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

Are the butts of Plating, Stringers, &c., properly shifted and strapped? 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. 26, par. 20)? yes State results of tests Satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests Satisfactory

General Remarks (State quality of workmanship, &c.) This vessel has been built on the stocks at the Builders yard at Bilbao and special attention has been given to the workmanship and finish, and the work in my opinion is good. The vessel has been built in accordance with the approved plans and Society's Rules and many of the scantlings are in excess of the Rules. Copies of the approved plans are retained in the London Office for reference. The vessel is fitted with wireless by the Marconi Co. for 300 miles range (day). With regard to the plan approved for electric welding of lhd frames and tanks end, this system was not adopted on account of the high cost and all work in vessel was rivetted and caulked in the ordinary way. The deep tank aft of the engine room has been dispensed with and r/d & bulkhead is not now fitted. No 4 hatch on main deck is extended, and the arrangement is as shown on the profile enclosed. A copy of the midship section & profile is enclosed. The oil fuel bunkers were built in accordance with plans approved and tested as per rule requirements and found satisfactory. This vessel is similar to the firms ship "MAR NEGRO" FE report 555 and 224 ship "MAR ANDRIATICO" FE report 5904. This vessel has been fitted for burning of oil fuel which will be carried in the double bottom, oil fuel bunkers on fore peak and the Rules for the carriage of oil fuel have been complied with.

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

Plans to be forwarded with F.E. Report showing vessel as built.

Freeboard Fee Pts 250.00

The amount of Entry Fee ..... 290

Special Survey Fee..... 15312

Travelling Expenses, if any 195

TELEGRAMS 6.2

State whether the vessel has been built under Special Survey yes

I am of opinion this Vessel should be Classed 100% SHELTER DECK WITH FREEBOARD.

With, or without Freeboard, as condition of Class with

Committee's Minute

Character assigned

TUE 23 JAN 1923

Checked with fld

Lloyd's A & B. P

+ Lmb. 322

C. L. F. D. my

Filed for oil fuel 322

F.P. above 150: F

TUE APR. 24 1923

Lloyd's Register

0261212

© 2020

Lloyd's Register

Foundation



GENERAL REMARKS—(continued).

WEB-FRAME  
" " No.  
WEB-FRAME  
" " " " No.  
" " " " Size  
BRACKET  
Web Frame

BULKHEAD  
No. 78A  
W.T. BULKHEAD

No. 33 WT  
" 62  
" 92

" COLLIS  
PARTITION  
LONGITUDINAL

Are the out  
Are the Slu

ST

FLAT PLATE  
(If Bar Keel)  
GARBOARD

State actual  
thickness  
was of Deck  
Bottom

BRIDGE STR

MAIN D

SHELTER

BRIDGE

TECHNICAL  
CLEAR  
DO.  
DELEG.

"  
Length  
POOP S  
SHORT  
FORECAST

SHELTER  
Upper  
Strin  
MAIN  
Strin

FRAME  
REVERSE

LOWER M  
Bowsprit  
Topmasts,  
Rigging,  
Sails.

PARTICULARS FOR RECORD in the REGISTER BOOK—Length of Poop 41.55 ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 9.480 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. POOP AND BRIDGE COMBINED

No. and Material of Decks (if ~~Iron~~ 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) 2 DECKS STEEL 2 TIERS BEAM  
Official No. ☒; Signal Letters ☒ State if Machinery is fitted aft no amidship  
How are the surfaces preserved from oxidation? Inside Cement - 3 coats of paint Outside 3 coats of paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors CELLULAR DOUBLE BOTTOM

Where Fitted.	*Length. M.	Water Capacity. WATER TONS. OIL	Where Fitted.	*Length. M.	Water Capacity. WATER TONS. OIL
Double bottom, aft,	31.750	246 224	Fore peak tank,	5.900	70.12 63.9
Double bottom, under Engines and Boilers,			After peak tank,	3.005	63.25 FW
Double bottom, if under Engines only,	8.255	FW 117	Deep tank, aft,		
Double bottom, if under Boilers only, <u>DRY TANK</u>	9.525	141	Deep tank, forward,		
Double bottom, forward,	44.450	497 451	Other tanks, if fitted,		
Total capacity of double bottom	93.980	1001	(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 all double bottom tanks dry tanks under boilers fore & after peaks and oil fuel tankers tested to rule requirements and found satisfactory.

Order for Special Survey No. \_\_\_\_\_  
Date 8<sup>th</sup> June 1920  
No. 17 in builder's yard.  
DATES of Surveys held while building  
1920, MAY 11, 12-25-27 JUNE 2, 4, 7, 16, 22, 25, 28, JULY 1, 2-9-13-15-21, AUG 4-9-16-20-23-26, SEPT 1-6-13-16-17-24, OCT 4-5-7-11-12-14-15-16-19-22-26-28-30 NOV 4-8-9-10-12-15-20-24, 1921 FEB 15-25 MARCH 16-27 JUNE 1-5-13-17-20-22-28 JULY 6-7-18-21-23-27 AUG 9-11-17-23-25 SEPT 1-10-14-15-21-28-30 OCT 3-5-6-8-13-14 19-22-25-28 NOV 2-4-7-8-10-14-24-25 DEC 2-6-9-14-20-23-28-29 1922 JANU 3-5-10-13-16-19-25-27-30 FEB 1-3-6-9-11-14-16-18-22 MARCH 2-4-7-9-15-16-17-18  
Total No. of Visits 133

Surveyor's Signature

8.  
REI  
te of writing  
No. in St  
g. Book.  
2548 07  
TONNAGE  
GROSS  
UNDER DK  
NET  
Surveyed  
WB=Cell  
total capa  
N.B.—All  
If the V  
of the tanks ex  
girders, and of  
Last R  
(Periodical Sur  
cause of Rep  
on account of  
and besides b  
replacement  
the back of th  
In damage cas  
they were  
REPAIRS, O  
Vessel  
Add  
at 19  
SUMMARY OF  
Renewed  
Removed  
Faired or  
PRESENT COND  
Decks  
Caulking of Deck  
Waterways  
Coamings  
Beams & Fasten  
Outside Plating  
Caulking of ditto  
Rivets  
Breasthooks & Cr  
Transoms  
Frames  
Reverse Frames  
Floors  
Keelsons  
General  
St  
this sur  
survey,  
This, res  
do  
of sum  
Survey Fee (per  
Special Damage  
(per sec.  
Travelling Exp  
Second Surveyor  
Committ  
Characte