

IN D.O.

(TRAWLER)

Received at London Office.

State if Report has been sent on the Freeboard of the Vessel. No.

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

Date of completion of report 9th July, 1943. Port of HULL. No. 52090.

Survey held at Selly and Hull. Date First Survey 1st December 1942. Last Survey 6th July 1943

|  |                                    |                       |
|--|------------------------------------|-----------------------|
| On the (State if Machinery Fitted Aft and if Single, Twin or Triple Screw) | Single Screw A/S Trawler "GRILSE". | Machinery fitted aft. |
|--|------------------------------------|-----------------------|

State Type (Full Scantling, Complete Superstructure with or without Damage Openings) *Full Scantling* State Type of Erections *R.Q. DECK & FORECASTLE*

TONNAGE under } 339.88  
Tonnage Deck ... }

Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk. } ✓

**Total** ..... 339-88

Gross Tonnage 391.31

Register Tonnage ..... 127.95

**REGISTERED DIMENSIONS.**

FEET

length 147-8

Depth 25-15

ptb 13-24

CLASS 100 A-1. TRAWLER State if with freeboard } ☒  
"FOR GOVERNMENT SERVICE" as condition of Class }

Length from fore part of stem to after part of stern } L 146.5  
post on summer L.W.L. See Sec. 3 (1a)

Breadth (greatest moulded) ..... B 25-0  
Depth, at middle of length from top of keel to top) .....

of beam at side of uppermost continuous } D ..... 14-0  
deck. See Sec. 3 (1c) .....

1st Longitudinal Number (L  $\times$  D).....=

2nd Numeral  $L \times (B + D)$  ..... = 5713

Framing Depth "d," at middle of length. See }  
Sec. 3 (1d)..... }

**Proportions**—Depth to Length—Uppermost continuous deck to top of keel ..... } 10.46

Do. Long Bridge to } ✓  
top of keel }

Draught Moulded .....

Built at Selly

Launched 6th April 1943. Yard No. 1265

Builders *Bocheane Hars Ltd.*

Owners The Admiralty

Managers ✓

(Where necessary to be entered in Reg. Book)

Residence ..... London

Port of Registry.....✓

*If surveyed while building, afloat, or in dry dock*

During construction

## FRAMES, DOUBLE BOTTOM AND BEAMS.

|  | INCHES IN SHIP.                   | Any Departure from Approved Plans to be Noted. | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|--|-----------------------------------|--|-----------------|--|
| <b>FRAMES, Spacing amidships.....</b>  | 21 ✓                              |  |                 |  |
| " " from $\frac{3}{8}$ length amidships to Collision bulkhead.....   | 16 ✓                              |  |                 |  |
| " " in peaks { AFTER PEAK<br>FORE PEAK   | 21 ✓<br>16 ✓                      |  |                 |  |
| <b>SIDE FRAMING.</b>   |                                   |  |                 |  |
| Frame Amidships, Angle, E or F   | 5 3 .40 ✓                         |  |                 |  |
| " " Extends up to UPPER & RAISED QUARTER DECKS.  |                                   |  |                 |  |
| Reversed Frame Amidships, Angle  | 3 3 .38 ✓                         |  |                 |  |
| " " Extends up to ACROSS FLOORS  |                                   |  |                 |  |
| Depth of Framing Girder.....   | 5" ✓                              |  |                 |  |
| Frames in Uppermost Continuous 'tween Decks, Angle, C or D   |                                   |  |                 |  |
| " " Second 'tween Decks, Angle, C or D   |                                   |  |                 |  |
| " " Third " " " "  |                                   |  |                 |  |
| " " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem   |                                   |  |                 |  |
| " " in Peaks, Angle or C   | 5 3 .40 ✓                         |  |                 |  |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships   | 3/4" - 5/16" ✓                    |  |                 |  |
| State if Frame Joggled.....  | No. ✓                             |  |                 |  |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?   |                                   |  |                 |  |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?                                      |                                   |  |                 |  |
| <b>SINGLE BOTTOM.</b>  |                                   |  |                 |  |
| Floors, Depth and thickness at mid-line in Hold.....   | 17 x .37 ✓<br>50 E.R. = 43 B.R. ✓ |  |                 |  |
| Height of Brackets at side above base line at toe of frame.....  |                                   |  |                 |  |
| Middle Line Keelson, on Floors, Angle, C or D  | 12 x L x 36 x 47 No ✓             |  |                 |  |
| " " Through Plate or Inter-costal Plate  | ✓                                 |  |                 |  |
| " " Foundation Plate on Floors   | ✓                                 |  |                 |  |
| " " Flat Plate Keel Angles   | ✓                                 |  |                 |  |
| Side Keelsons, No. each side.....  | ONE ✓                             |  |                 |  |
| " " thickness of Intercostal Plate.....  | ✓                                 |  |                 |  |
| " " Angle  | 5 H .50 ✓                         |  |                 |  |
| <b>DOUBLE BOTTOM.</b>  |                                   |  |                 |  |
| Solid Floors, thickness and spacing  |                                   |  |                 |  |
| " " Are Frame and Reversed Frame joggled?  |                                   |  |                 |  |
| Bracket Floors, breadth and thickness at middle line   |                                   |  |                 |  |
| " " breadth and thickness at margin plate  |                                   |  |                 |  |
| Bracket Floors, Frame  |                                   |  |                 |  |
| " " Reversed Frame.....  |                                   |  |                 |  |
| " " Vertical Struts  |                                   |  |                 |  |
| Centre Girder, depth and thickness amidships   |                                   |  |                 |  |
| " " top Angles   |                                   |  |                 |  |
| " " bottom Angles.....   |                                   |  |                 |  |
| Side Girders, No. each side and thickness.....   |                                   |  |                 |  |
| Margin Plate depth (excl. of flange) and thickness   |                                   |  |                 |  |
| " " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem   |                                   |  |                 |  |
| " " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area  |                                   |  |                 |  |
| " " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....   |                                   |  |                 |  |
| " " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area   |                                   |  |                 |  |
| Tank Side Brackets, height above base line at toe of Frame and thickness   |                                   |  |                 |  |
| <b>INNER BOTTOM PLATING.</b>   |                                   |  |                 |  |
| Breadth and thickness of Middle Line Strake..  |                                   |  |                 |  |
| Thickness of remainder in Holds  |                                   |  |                 |  |
| Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room? |                                   |  |                 |  |
| <b>BEAMS.</b>  |                                   |  |                 |  |
| Uppermost Continuous Deck, amidships in Wells, Angle, E or F   | 5 3 .50 ✓                         |  |                 |  |
| " " in way of Bridge, Angle, C or D  | ✓                                 |  |                 |  |
| R.A. Spacing   | 42" ✓                             |  |                 |  |
| Second Deck, amidships, Angle, E or F  | 5 3 .40 ✓                         |  |                 |  |
| " " Spacing  | 21 ✓                              |  |                 |  |
| Third Deck, amidships, Angle, C or D   |                                   |  |                 |  |
| " " Spacing.....   |                                   |  |                 |  |
| Fourth Deck, amidships, Angle, C or D  |                                   |  |                 |  |
| " " Spacing.....   |                                   |  |                 |  |
| Poop Deck, Angle, C or D   |                                   |  |                 |  |
| " " Spacing.....   |                                   |  |                 |  |
| Bridge Deck, Angle, C or D   |                                   |  |                 |  |
| " " Spacing.....   |                                   |  |                 |  |
| Forecastle Deck, Angle, E or F (WHALEBACK)   | 4 3 .40 ✓                         |  |                 |  |
| " " Spacing.....   | 21" TO 32" ✓                      |  |                 |  |

(MADE IN ENGLAND.)

003444-003449-0042-

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3.40 ✓  
"To 32" ✓



## PILLARS AND DECKS.

|   | INCHES IN SHIP.               | Any Departure from Approved Plans to be Noted. |  | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|---|-------------------------------|--|--|-----------------|--|
| PILLARS, No. of Rows .....  | ONE. ✓                        |  | Stringer Plate, breadth and thickness in way of Bridge .....     |                 |  |
| " in 'tween Decks, Size and Spacing .....   | 3" DIAR & AS                  |  | Thickness of Plating abreast Deck openings in way of Wells ..... |                 |  |
| " " " " " "   | APPROVED. ✓                   |  | Thickness of Plating abreast Deck openings in way of Bridge..... |                 |  |
| " in Holds " " " " " "  | ✓                             |  | Thickness of Plating within line of openings...                  |                 |  |
| " " " " " "   | ✓                             |  | If Sheathed, material and thickness.....                         |                 |  |
| Centre Line Bulkhead. (IN CROSS BUNKER)   | ISA in center vessel          |  | Third Deck.  |                 |  |
| Stiffeners and Spacing .....  | 5 3 -30<br>SPACED 40" & 42" ✓ |  | Stringer Plate, breadth and thickness.....                       |                 |  |
| Plating, thickness of .....   | 30 ✓                          |  | If Plated, state thickness .....                                 |                 |  |
| STRINGERS AND DECKS.  |                               |  | Fourth Deck.   |                 |  |
| Uppermost Continuous Deck.  |                               |  | Stringer Plate, breadth and thickness.....                       |                 |  |
| Stringer Plate, breadth and thickness in Wells                                      | 50 x 31 ✓                     |  | If Plated, state thickness.....                                  |                 |  |
| " " " " R.Q. DECK   | 53 x 31 ✓                     |  | Fifth Deck.  |                 |  |
| " " " " in way of Bridge  | 3 3 -37.5 ✓                   |  | Stringer Plate, breadth and thickness.....                       |                 |  |
| " Angle in Wells .....  |                               |  | Plating, Sheathing, material and thickness ...                   |                 |  |
| Thickness of Plating abreast Deck openings }<br>in way of Wells BOILER CASING.....  | -35 ✓                         |  | Sixth Deck.  |                 |  |
| Thickness of Plating abreast Deck openings }<br>in way of Bridge ENGINE CASING..... | -31 ✓                         |  | Stringer Plate, breadth and thickness.....                       |                 |  |
| Thickness of Plating within line of openings...                                     | 31 ✓                          |  | Plating, Sheathing, material and thickness ...                   |                 |  |
| If Sheathed, material and thickness (UPPER DW) 5' x 22" OREGON F.R. ✓               |                               |  | Forecastle Deck. (WHALESACK) ✓                                   |                 |  |
| Second Deck.  |                               |  | Stringer Plate, breadth and thickness.....                       | 30" x 30" ✓     |  |
| Stringer Plate, breadth and thickness in Wells                                      | ✓                             |  | Plating, Sheathing, material and thickness... 28 ✓               |                 |  |
|   |                               |  | " UNDER WINDLASS 31 ✓  |                 |  |

## SHELL PLATING.

| SCANTLINGS.                         |               |            |            |            | RIVETING.  |                          |                      |         |                       |                           |         |                       |                        |
|-------------------------------------|---------------|------------|------------|------------|--|--------------------------|----------------------|---------|-----------------------|---------------------------|---------|-----------------------|------------------------|
| STRAKES.                            | AS IN VESSEL. |            |            |            | ANY DEPARTURE FROM<br>APPROVED PLANS<br>TO BE NOTED. | EDGES.                   |                      |         | BUTTS.                |                           |         |                       |                        |
|                                     | AMIDSHIPS.    |            | FORWARD.   | AFT.       |  | State if jogged?<br>yes. | SINGLE OR<br>DOUBLE. | RIVETS. |                       | NO. OF ROWS<br>OF RIVETS. | RIVETS. |                       | STRAPPED OR<br>LAPPED. |
|                                     | Breadth.      | Thickness. | Thickness. | Thickness. |  |                          |                      | Diam.   | Spacing<br>cr. to cr. |                           | Diam.   | Spacing<br>cr. to cr. |                        |
| GARBOARD                            | Inches.       | Inches.    | Inches.    | Inches.    |  |                          | Inches.              | Inches. |                       | Inches.                   | Inches. |                       |                        |
| Flat Plate Keel                     | " A 32        | 50         | 42         | 42         |  | DOUBLE                   | 3/4                  | 5 R.R.  | DOUBLE                | 3/4                       | 2 7/8   | STRAPPED              |                        |
| " Dblg. (if any)                    | ✓             | ✓          |            |            |  | ✓                        |                      |         |                       |                           |         |                       |                        |
| Bottom Plating, No. of Strakes      | " B 51        | 40         | 37 1/2     | 37 1/2     |  | DOUBLE                   | 3/4                  | 5 R.R.  | DOUBLE                | 3/4                       | 2 7/8   | LAPPED                |                        |
| Bilge Plating, No. of Strakes       | " C 51        | 43         | 37 1/2     | 37 1/2     |  | "                        | "                    | "       | "                     | "                         | "       | "                     |                        |
| Side Plating, No. of Strakes        | " D 53        | 40         | 37 1/2     | 37 1/2     |  | "                        | "                    | "       | "                     | "                         | "       | "                     |                        |
| Upper Deck, Sheer-strake in Wells   | " E 51        | 43         | 37 1/2     | 37 1/2     |  | "                        | "                    | "       | "                     | "                         | "       | "                     |                        |
| Upper Deck, Sheer-strake in Bridge  | " F 42        | 62 1/2     | 50         | 50         |  | DOUBLE                   | 3/4                  | 5 R.R.  | DOUBLE                | 3/4                       | 2 7/8   | STRAPPED              |                        |
| Strake below Sheer-strake in Wells  | ✓             | ✓          |            |            |  | ✓                        | ✓                    | ✓       | ✓                     |                           |         |                       |                        |
| Strake below Sheer-strake in Bridge | " F 51        | 40         | 37 1/2     | 37 1/2     |  | DOUBLE                   | 3/4                  | 5 R.R.  | DOUBLE                | 3/4                       | 2 7/8   | LAPPED                |                        |
| Poop Side Plating                   | ✓             | ✓          |            |            |  | ✓                        |                      |         |                       |                           |         |                       |                        |
| Bridge Side Plating                 | ✓             | ✓          |            |            |  | ✓                        |                      |         |                       |                           |         |                       |                        |
| Forecastle Side Plating             | 53            | 31         |            |            |  | SINGLE                   | 3/4                  | 5 R.R.  | SINGLE                | 3/4                       | 2 7/8   | STRAPPED              |                        |

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

|                                    |    |   |
|------------------------------------|----|---|
| Extending to Upper Deck (Sec. 3 c) | 4  | ✓ |
| „ Deck next below                  | ✓  |   |
| As per Rule                        | 4. |   |

## FORGINGS AND CASTINGS.

|                                    | Casting or Forging. | Scantlings.                | Maker's Name.         | Any Departure from Approved Plans to be Noted. |
|------------------------------------|---------------------|----------------------------|-----------------------|--|
| KEEL, Bar .....                    | ROLLED              | 8" x 2"                    |                       |  |
| STEM .....                         | "                   | 8" x 2"                    |                       |  |
| STERN FRAME { Propeller Post ..... | FORGING             | 7 1/2 x 3 1/4              | T. S. FORSTER & SONS. |  |
| { Rudder .....                     | "                   | 7 1/2 x 3 1/4              | " "                   |  |
| Speed of Vessel .....              |                     | 12 KNOTS                   |                       |  |
| RUDDER—Type .....                  |                     | ORDINARY STREAM LINE TYPE. |                       |  |
| " A x D .....                      |                     | 116-86                     |                       |  |
| " Diam. of head .....              |                     | 6"                         |                       |  |
| " Mainpiece at top pintle .....    |                     | 6 1/2 x 4 1/2              |                       |  |
| " " heel .....                     |                     | 3 1/2 x 4 1/2              |                       |  |
| " how constructed .....            |                     | FORGED & BUILT.            |                       |  |
| " double or single plate .....     |                     | DOUBLE.                    |                       |  |
| " coupling, vertical or .....      |                     |                            |                       |  |
| " horizontal .....                 |                     | HORIZONTAL.                |                       |  |

|            |          | Plating Thickness.                      | STIFFENERS. |                    |             |            |
|------------|----------|---|-------------|--------------------|-------------|------------|
|            |          |   | VERTICAL.   |                    | HORIZONTAL. |            |
|            |          |   | Scantlings. | Spacing.           | Scantlings. | Spacing.   |
| MIDSHIP    | BULKHEAD | ON FRAME No. 47<br>Upper Vertical Plate | 10-26       | 6x3x305            | 24"         | W.T. FLAT. |
| "          | "        | " Second "                              | 67 36-26    | 6x3x305<br>4x3x305 | 30"         | W.T. FLAT. |
| "          | "        | " Third "                               | 84 36-26    | 6x3x305<br>4x3x305 | 24"         | ✓          |
| "          | "        | Holds                                   | 5 43-28     | 4x3x405            | 24"         | ✓          |
| "          | "        | (No Hold)                               | 12 26       | 3x3x305            | 30"         | ✓          |
| AFTER PEAK |          |   | ✓           | ✓                  |             |            |

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH PROCESS.  
PLATES:- CONSETT IRON CO. LD. DORMAN, LONG & CO. LD. APPLEBY - FRODINGHAM STEEL CO. LD.  
SECTIONS:- APPLEBY - FRODINGHAM STEEL CO. LD. DORMAN, LONG & CO. LD.  
 Has the Steel been tested as required by the Rules? Yes



| EQUIPMENT No. ✓         |                   |                    |      |      |                  |      |      |                        |       |      |      | LETTER ✓                     |  |                        |         | ANCHORS.                                   |      |  |  |
|-------------------------|-------------------|--------------------|------|------|------------------|------|------|------------------------|-------|------|------|------------------------------|--|------------------------|---------|--|------|--|--|
| Number of Certificate.  | Anchors.          | WEIGHT, EX. STOCK. |      |      | WEIGHT OF STOCK. |      |      | TEST, PER CERTIFICATE. |       |      |      | WEIGHT REQUIRED BY TABLE 53. |  | Description of Anchor. | Makers. | Where and when tested, and Superintendent. |      |  |  |
|                         |                   | Cwts.              | qrs. | lbs. | Cwts.            | qrs. | lbs. | Tons.                  | cwts. | qrs. | lbs. | Cwts.                        | qrs.   |                        |         |  | lbs. |  |  |
| 43672                   | 1st Bower         | 8                  | 1    | 0    | Stockless        |      |      | 10                     | 7     | 2    | 0    | 8 1/2 ✓                      | Byers Improved Stockless                     | Not stated             |         | Sunderland                                 |      |  |  |
| 27469                   | 2nd "             | 8                  | 0    | 0    | "                |      |      | 10                     | 2     | 2    | 0    | 8 ✓                          | "  | "                      | "       | 7-5-43 R. J. Vogan.                        |      |  |  |
|                         | 3rd "             |                    |      |      | "                |      |      |                        |       |      |      |                              |  |                        |         | Howe & Whitham                             |      |  |  |
|                         | Collective weight | 16                 | 1    | 0    | "                |      |      |                        |       |      |      | 16 1/2 ✓                     |  |                        |         | 14-7-42 A. Green                           |      |  |  |
| 2151 A.                 | KEDGE.            | 4                  | 0    | 21   | 0                | 3    | 6    | 6                      | 12    | 2    | 0    | 4 ex Stock                   | East steel formally Brown, heavy plan anchor |                        |         | Cardiff 27-5-43 A. Butler                  |      |  |  |
| (SUPPLIED BY ADMIRALTY) |                   |                    |      |      |                  |      |      |                        |       |      |      |                              |  |                        |         | CHAIN CABLES                               |      |  |  |
|                         |                   |                    |      |      |                  |      |      |                        |       |      |      |                              |  |                        |         | HAWSERS AND WARPS                          |      |  |  |

| CHAIN CABLES.          |                           |        |                       |             |                        |           |         |       |                               | HAWSERS AND WARPS. |                   |                   |  |  |                   |                           |      |  |                               |          |
|------------------------|---------------------------|--------|-----------------------|-------------|------------------------|-----------|---------|-------|-------------------------------|--------------------|-------------------|-------------------|--|--|-------------------|---------------------------|------|--|-------------------------------|----------|
| Number of Certificate. | Length and size supplied. |        | Test per Certificate. |             | WEIGHT OF CHAIN CABLE. |           |         |       | Length and Size per Table 53. |                    | Description.      | Makers of Cables. | Where and when tested, and Superintendent. |  | Material.         | Length and Size supplied. |      | Breaking Test of Steel Wire.           | Length and Size per Table 53. |          |
|                        | Length.                   | Diam.  | Statu- tory.          | Break- ing. | Supplied.              | Per Rule. | Length. | Diam. | Length.                       | Ins.               |                   |                   |  |  |                   | Fathoms.                  | Ins. |  | Tons.                         | Fathoms. |
|                        |                           |        |                       |             | Cwts.                  | qrs.      | lbs.    |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
| 67054                  | 8215                      | 1 3/16 | 25 3/8                | 38          | 89-0-14                | 87        |         | 120   | 1 3/16                        | Stud link          | Jones & Lloyd Ltd | Bradley, Heath    |  |  | TOWLINE           | 30                        | 6    | MANILA FITTED WITH 35F S.W.R. EACH END |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  | HAWSERS & WARPS } | 120                       | 6    | MANILA                                 | 60                            | 6        |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   | 120                       | 4    | COIR                                   | 60                            | 5        |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               |          |
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|                        |                           |        |                       |             |                        |           |         |       |                               |                    |                   |                   |  |  |                   |                           |      |  |                               | </       |

Steering Gear, Type (Power ~~or hand~~) STEAM HYDRAULIC TYPE BY DONKIN & CO. LD. Alternative Means of Steering TILLER WITH BLOCKS & TACKLE.

Steering Chains (Size and Test) NONE Windlass STEAM - J.S. DOIG (GRIMSBY) LTD. Boats 1-16'0" DINGHY.

Ceiling in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing NONE.

Cargo Hatchways.—(Upper Deck) NONE Thickness of Hatches ✓

Size of Hatchways No. 1 (Fwd.) ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters ✓ **FOR COCHRANE & SONS, LTD.**

Builder's Signature H. Gray DIRECTOR

**GENERAL DECLARATION.** It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel No.

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates, the specification, and in conformity with the Rules for the class contemplated.

The materials and workmanship are good.

Fore & after peaks, fresh water and feed water tanks tested to rule requirements and found satisfactory. Shell plating and watertight bulkheads hoistested and found in order. Bottom of vessel and watertight flats flooded and found satisfactory.

Decks, casings, W.T. hatches &c. hoistested and found in order.

Windlass, steering arrangements &c. tried under working conditions and found in order.

No freeboard has been assigned.

The amount of Entry Fee..... £ ✓ : Fees applied for, 5 AUG 1943 (Special notations, where part of class, to be stated.)

Special Survey Fee. & FEE FOR 55 SUPERVISION OF SPECIFICATION 40-0-0 Received by me, ADMIRALTY

Travelling Expenses, if any ..... £ ✓ : 19 I am of opinion the Vessel should be Classed \*100A1. TRAWLER

State whether the Vessel has been built under Special Survey Yes "FOR GOVERNMENT SERVICE"

Certificate to be sent to Hull Date of issue 23/8/43 Signature M. M. M. M. Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRL 20 AUG 1943

Character assigned +100A1 Sm Trawler

In Government Service

Lloyd's A+C.P. + LMC 7.43 20.0

Oil Eng.

Lloyd's Register Foundation

0042 2/7



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

The approved plans are being retained for reference in dealing with sister vessels under construction.

The following reports are enclosed herewith:—

Stem frame.

Std. Rpt. No. 9458.

Rudder frame & rudder head.

" " " 9477.

This vessel is a sister ship to Bocheane & Son Yard No. 1260—"HERRING" Hull Rpt No. 51993.

An echo sounding device has been fitted. ✓

#### PARTICULARS OF ELECTRIC WELDING (if employed)

Lower deck forward & cabin flat at electrically welded at ship's sides.  
Approved electrodes used.

#### SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

\* 100 A.I. "STEAM TRAWLER"

"FOR GOVERNMENT SERVICE".

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

|           |                    |        |       |           |
|-----------|--------------------|--------|-------|-----------|
| 1st Bower | 5-1-14 incl. pins. | A.E.G. | 4424. | 13-10-42. |
| 2nd "     | 5-0-7 " "          | A.E.G. | 4087  | 10-4-42.  |
| 3rd "     |                    |        |       |           |

#### PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. 81-33 ft., Bridge ✓ ft., Forecastle 25-08 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. ✓ Signal Letters ✓ Extreme Breadth over Belting 25-17' Over-all Length 162-1" ✓  
(Circ. 1611) (Circ. 1703)

No. and Material of Decks (DW (SRL))

Parts of Bottom of Vessel coated with cement or approved composition. Fore & after peaks, E & B spaces, bunkers & chain locker coated with Bitumastic solution. Fresh water tank coated with "Bitumen".

Particulars of composition (if fitted) and of approval. Approved by Admiralty

#### PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

| Where Fitted.                             | Length.<br>Feet. | Water Capacity.<br>Tons. | Where Fitted.   | Length.<br>Feet. | Water Capacity.<br>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 length (if continuous) and Capacity |                  |                          | (If necessary furnish further information by sketch.) |                  |                          |

Order for Special Survey No. 3337

Date 8th Sept. 1942

Dates of Surveys held while building

1942. Decr. 1. 8. 11. 16. 22. 29. 1943. Jan. 5. 15. 22. 26. 29. Feb. 3. 9. 13. 18. 23. 26. March 2. 5. 12. 16. 19. 22. 26. 30. April 2. 7. 9. 14. 23. 29. May 1. 3. 5. 6. 14. 19. May 21. 24. June 1. 4. 7. 11. 16. 19. 21. 22. 23. 25. 26. 29. July 1. 3. 6.

Total No. of Visits 54.