

WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.				Inches in Ship.			
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
" " " " brdth. & thickness				STEM, moulding and thickness			
WEB-FRAMES, In E. & B. Space, No. & spacing				STERN-POST for Rudder do. do.			
" " " " brdth. & thickness				" " " " for Propeller			
WEB-FRAMES, In After Body, No. and spacing				RUDDER-A&D Table 22. Speed			
" " " " brdth. & thickness				" " " " Main-Piece, diameter at head			
" " " " No. of Side Stringers				" " " " at heel			
Size of Face Angles to Web-Frames				RUDDER, how constructed			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				" " " " Thickness of Plates or Single Plate			
Can the Rudder be unshipped afloat?				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, Plating, &c.			
Are the outside Plates doubled two spaces of Frames in length?				Has the Steel been tested as required by the Rules?			
Are the Stowage Valves and Watertight Doors in efficient working order?							

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.					AMIDSHIP.					Single or Double.					RIVETS.				
Breadth.					Thickness.					Ordinary or Joggled?					Ordinary.				
FLAT PLATE KEEL					42					2R					5/4				
GARBOARD OF A Strake					54					" "					" "				
State actual thickness in way of Double Bottom.					53					" "					" "				
B					55					" "					" "				
C					53 1/2					" "					" "				
D					53					" "					" "				
E					53 1/2					" "					" "				
F					53					" "					" "				
G					53 1/2					" "					" "				
H					46 1/2					" "					" "				
J					46 1/2					" "					" "				
K																			
L																			
M																			
N																			
O																			
P																			
Q																			
R																			
S																			
T																			
U																			
V																			
W																			
THICKNESS OF STRIKE					IN WAY OF OPENING - 64														
CLEAR OF LONG BRIDGE																			
DO. OF STRAKE BELOW																			
DELEG. of Flat Plate Keel																			
" Sheerstrakes					IN WAY OF OPENING - 46														
Length and thickness.																			
POOP SIDES																			
SHORT BRIDGE SIDES																			
FORECASTLE SIDES																			

SHADE DECK				BUTTS OF SIDE STRINGERS			
Butts, riveted for 1/2 L length amidship.				riveted.			
Stringer Plate				riveted.			
Butts, riveted for 1/2 L length amidship.				riveted.			
Stringer Plate				riveted.			
Butts, riveted for 1/2 L length amidship.				riveted.			
Stringer Plate				riveted.			
Butts, riveted for 1/2 L length amidship.				riveted.			
Stringer Plate				riveted.			
Butts, riveted for 1/2 L length amidship.				riveted.			
Stringer Plate				riveted.			

FRAMES			
extend in one length from			
REVERSED FRAMES on floors and frames extend from			
State if ordinary or joggled			

MASTS, SPARS, &c.									
LOWER MASTS									
Bowsprit									
Topmasts, Yards and Remainder of									
Rigging, Material and Size, Shrouds									
Sails									

EQUIPMENT No. 13084-20				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate				Description of Anchor				Makers			
84408				Halls cast steel head				N. Hingley & Sons Ltd. Netherlon 2.12.20 Green			
84470				Do				Do " 16.12.20 "			
84407				Do				Do " 2.12.20 "			
84401				Admiralty				N. Hingley & Sons Ltd. Netherlon 9.12.20 Green			
84343				Do				Do " 16.11.20 "			
Particulars of Drop Test of				1st Bower Head: Weight 17.14 N.D. 1091 21.10.20							
Cast Steel Anchors, viz.:				2nd " " 16.2.22 N.D. 1088 22.9.20							
Weight, Surveyor's Initials,				3rd " " 14.0.26 N.D. 866 14.5.20							
Number of Certificate, Date of Test.				4th " " "							

CHAIN CABLES.				HAWSERS AND WARPS.			
Number of Certificate				Length and Size			
30584				90 3 1/2			
30585				90 3 1/2			
71880				90 3 1/2			
71881				90 3 1/2			

Boats				Steering Gear				Handmade by W. H. W. B. B. B.			
4 life boats, 1 dinghy all of wood				Diameter of Barrel 4 1/2				State whether they are in efficient working order			
Pumps, Number One Downlock pump				Capstan							
Windlass is made by P. H. Podens, Wismar No 670.				Engine Room Skylights				Coal Bunker Openings			
Number of Scuppers, and number and dimensions of Freeing Ports, &c.				Ceiling in Holds, thickness and material				Cargo Battens, thickness and material			
Cargos Hatchways				State size No. 1 Hatch (Forward)				No. 2 Hatch			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch				One Web in each hatch				No. 4 Hatch			
Bulwarks, height above deck and description				Main Rail, material and size				No. of Crutches			

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

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

Is the riveted work properly closed? *yes*

Are the liners between the frames and plates solid single pieces? *frames joggled*

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 facing 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. 26, par. 20)? *yes*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *yes*

General Remarks (State quality of workmanship, &c.) *The quality of the workmanship is good. The vessel has been built in accordance with the Rules and the approved plans herewith enclosed. A proposal to carry oil fuel in the double bottom from frame 5 up to frame 29 for the purpose of having the oil fuel in the double bottom system and the tank top plating is increased in thickness in lieu of which has been fitted at the intermediate frames, the compartments intended for carriage of oil fuel have been tested with a head of water giving the maximum pressure which could be experienced in service, and whilst under this pressure the tank top and tank ends were examined and found satisfactory. The centre fin in the oil fuel compartments has been made reasonably oil tight and the requirements of Section 49 of the Rules, where applicable, have been complied with.*

As per the Secretary's letter of the 9th May 1923 initial S a careful

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.

Fees		Received by me	
The amount of Entry Fee	£ 500.-	Received by me	£ 500.-
Special Survey Fee	£ 13.34.0	Received by me	£ 13.34.0
Travelling Expenses, if any	£	Received by me	£

Committee's Minute		Character assigned	
10001		Shade deck	
Lloyd's Register		Lloyd's Register	
Lloyd's Register		Lloyd's Register	
Lloyd's Register		Lloyd's Register	

GENERAL REMARKS—(continued).

examination of all parts of the vessel was made and she was examined in dry dock on the 25th May 1923 when the bottom was cleaned & recoated. All surfaces were found free from rust and coated as required. No signs of deterioration could be observed. As this vessel is in a good state of preservation it is submitted that a date of build 6, 23 be assigned in accordance with the afore-mentioned letter. J.C.D.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft. (in feet and tenths). When the Poop 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 should appear in the Register Book) 1 Ok. and Shade Ok Deep framing F.K. 4 B.H. Cam. Lloyd's A & C.P.
 Official No. ☒ ; Signal Letters ☒ State if Machinery is fitted aft No
 How are the surfaces preserved from oxidation? Inside Paint & Cement Outside Paint & Composition

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,		27
Double bottom, under Engines and Boilers,			After peak tank,		4
Double bottom, if under Engines only,	20	17.5	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	68	94.2	Other tanks, if fitted,		
	Total capacity of double bottom	111.7	(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 <u>Yes</u>		

Order for Special Survey No. 56
 Date 25th May 1914
 No. 320 in builder's yard.
 DATES OF SURVEYS held while building
1914 Apr 4, May 7, 9, 13, 14, 22, June 3, 5, 24, Aug 10, Nov 10, 12, 18, Dec 1, 12, 17, 19, 22, 1915 Jan 2, 16, Feb 4, 15, Mar 22, Apr 23, May 4, 18, 24, 27, June 16, 22, 28, July 16, 26, Sep 7, 22, Oct 15, 21, Nov 10, 25, 1916 Jan 5, 12, 19, Feb 11, 14, 25, Mar 3, 16, 30, Apr 6, June 7, 28, Aug 2, 15, 30, 31, Sep 6, 1918 Jan 23, 1919 Oct 27, Nov 23, 1921 Mar 5, 10, June 2, July 11, 16, Sep 22, Oct 11, 1922 Sep 16, Oct 7, 1923 May 9, 12, 14, 15, 16, 19, 21, 25, June 1, 1
 Total No. of Visits 80

Surveyor's Signature

Lloyd's Register Foundation