

WEB FRAMES.										FORGINGS or CASTINGS.			
WEB-FRAMES, In Fore Body, No. and spacing										KEEL, Bar, depth and thickness			
" " " brdth. & thickness										(plate iron)			
" No. of Side Stringers										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 Table 22. Speed			
" " " brdth. & thickness										Main-Piece, diameter at head			
" No. of Side Stringers										" " " at heel			
" Size of Face Angles to Web-Frames													
BRACKET PLATES to Stringers between													
Web Frames, depth and thickness													
BULKHEADS.										RUDDER, how constructed			
Number. Thickness. STIFFENERS.										" Thickness of Plates or Single Plate			
Vessel. Per Rule. Horizontal. Vertical. Single or Double Frames. Height up, state deck.										Can the Rudder be unshipped afloat?			
Inches. Size. Spacing. Inches. Size. Spacing. Inches. Size. Spacing.													
W.T. BULKHEADS													
" COLLISION "										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.?			
PARTITION "										Societa' Ispa, Iron works at Savona, Genova, Bolzaneto & Sestri Ponente - Ferrerie di Voltri, Voltri, Fonderie Milanesi di Acciaio, St. Omer - N. Oders for Albi & Sestri Ponente - La. Anon. " Onsaldo " Longhiano - Tigino - Siemens - Martin			
LONGITUDINAL "										Has the Steel been tested as required by the Rules?			
Are the outside Plates doubled two spaces of Frames in length?										yes			
Are the Sluice Valves and Watertight Doors in efficient working order?										none			
PLATING.										RIVETING.			
STRAKES.										EDGES, Ordinary or joggled? ordinary			
AS IN SHIP. PER RULE OR AS APPROVED.										BUTTS.			
AMIDSHIP. FORWARD. AFT. AMIDSHIP.										Single or Double. Breadth of Lap. Rivets. Double or Treble and for what Length. Rivets. STRAPS. IF LAPPED.			
Breadth. Thickness. Thickness. Thickness. Breadth. Thickness.										Diam. Spacing cr. to cr. Diam. Spacing cr. to cr. Breadth. Thickness. Breadth. For w Length.			
FLAT PLATE KEEL (If Bar Keel, state Riveting.)										BUTTS, full L			
GARBOARD OF A Strake										do			
State actual thickness in way of Double Bottom.										do			
B "										do			
C "										do			
D "										do			
E "										do			
F "										do			
G "										do			
H "										do			
I "										do			
J "										do			
K "										do			
L "										do			
M "										do			
N "										do			
O "										do			
P "										do			
Q "										do			
R "										do			
S "										do			
T "										do			
U "										do			
V "										do			
W "										do			
THICKNESS OF SHEER STRAKE										Double			
DO. OF STRAKE BELOW										BUTTS, full L			
DBLG. of Flat Plate Keel										do			
" Sheerstrakes										do			
Length and thickness.										do			
POOP SIDES										Single			
SHORT BRIDGE SIDES										Double			
FORECASTLE SIDES										Single			
Upper Deck (Butts, treble riveted for practically full length amidship.										Butts of Side Stringers connected to web frames with double angles			
Stringer Plate (Straps, single, double or overlapped for length amidship.										" Tie Plates in E space aft			
Second Deck (Butts, riveted for length amidship.										Inner Bottom Plating, riveting of Edges double Butts double			
Stringer Plate (Straps, single or overlapped for length amidship.										Centre Girder Butts, treble riveted Keelson Butts, riveted			
Frames, riveted through Plates with 19 mm Rivets, about 115 mm apart										Rivets, state whether Iron or Steel steel			
FRAMES extend in one length from round of bilges to upper deck										State if ordinary or joggled ordinary			
REVERSED FRAMES on floors and frames extend from centre line O.T bulkhead to bilge strake										State if ordinary or joggled ordinary			
MASTS, SPARS, &c.													
Material. Total Length. DIAMETER AND THICKNESS. No. of Plates in round. ANGLES. RIVETING.													
At Partners. Heel. Hounds. Head. Number. Size. Seams. Butts.													
LOWER MASTS. Fore Steel 11.00 485 x 7.5 355 x 6.5 355 x 6.5 2 1 single treble													
Main do 10.00 400 x 7 400 x 7 345 x 6.5 345 x 6.5 2 1 do do													
Mizen do 10.00 400 x 7 400 x 7 345 x 6.5 345 x 6.5 2 1 do do													
Bowsprit													
Topmasts, Yards and Remainder of Spars P. pine													
Rigging, Material and Size, Shrouds 2, 70 mm & 1, 40 mm										Stays 1, 70 mm			
Sails. Suit of										Sails, and the following spare sails			

EQUIPMENT No. 14504				LETTER "P"				ANCHORS.				TONNAGE U.DK. OR PLATING No. FOR TRAWLERS			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	
399	1st Bower	31	3	20	✓	✓	✓	30	2	2	0	30	2	1	Stockless
408	2nd "	29	0	26	✓	✓	✓	28	1	1	0	30	2	1	do
406	3rd "	26	3	27	✓	✓	✓	26	7	2	0	25	3	26	do
✓	4th "	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Collective weight.	88	6	17	✓	✓	✓	✓	✓	✓	✓	87	✓	✓	✓
133	Stream	12	3	3	✓	✓	✓	14	12	3	7	9	2	23	Stockless
422	Kedge	4	1	2	✓	✓	✓	6	15	0	0	5	1	7	Stock

CHAIN CABLES.										HAWSEERS 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.	Stato-ry.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.	Tons.	Length.	Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
132	241	15 7/8	47 1/2	66 1/2	332.2.2	319.1.17	240	15 7/8	Steel link	Hansa Kettenfabrik Dortmund	22.10.24	TOWLINE	105	3 1/2	37	90	3 1/4		
												HAWSEERS & WARPS	2x90	6.5	✓	2x90	6		
													2x90	5	✓	2x90	5		
Iron Stream Chain or Steel Wire	74	3 3/4	✓	42	✓	✓	74	3 3/4	Steel wire	S. Fornara & Co	Burin		✓	✓	✓	✓	✓		

Boats	2 life boats & 2 dinghies	Steering Gear, Steam	D 140 $\frac{1}{2}$ S 150 $\frac{1}{2}$	Steering Gear, Hand	fitted
Pumps, Number	Compartments cleared by steam pumps	Diameter of Barrel	✓	State whether they are in efficient working order	yes
Windlass is	D 215 $\frac{1}{2}$ S 230 $\frac{1}{2}$ made at Forli by Officine di Forli	Capstan	none		
Engine Room Skylights.	How constructed? steel plates & angles	What arrangements for deadlights in bad weather?	steel covers		
Bunker Openings.	How constructed? steel plates & angles	How are lids secured?	bolted plates	Height above deck?	660 $\frac{1}{2}$
Number of Scuppers, and numbers and dimensions of	Freeing Ports, &c. each side	4 scuppers & 8 wash ports	800x400 $\frac{1}{2}$	2 mooring pipes	
Ceiling in Hold, thickness and material	P.P. 65 $\frac{1}{2}$	Cargo Battens, thickness and material	P.P. 50 $\frac{1}{2}$		
Cargo Hatchways.	How formed? steel angles & plates	Hatches, If strong and efficient?	yes	P.P. 65 $\frac{1}{2}$	
State size	No. 1 Hatch (Forward) 3000x2400x616 $\frac{1}{2}$	No. 2 Hatch	✓	No. 3 Hatch	✓
Number of	Web Plates, Shifting Beams and Fore and Afters to each Hatch	one, P.P. 205x180 $\frac{1}{2}$		No. 4 Hatch	✓
		No. of Breasthooks	four	No. of Crutches	two
Bulwarks, height above deck and description	1100 $\frac{1}{2}$ Plating 7 $\frac{1}{2}$ stays 150x8 flang. Main Rail, material and size	steel channel	120x55x $\frac{1}{2}$ F 9		
The foregoing is a correct description.					
Builder's Signature (here only)		Surveyor's Signature		Surveyor to Lloyd's Register of Shipping.	

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M 22-2-24; M 9-4-24; M 17-4-24; M 28-4-24; M 3-5-24; M 7-5-24; Spec. survey authorisation 27-5-24; M 19-5-24; M 5-6-24; M 12-6-24; M 17-6-24; M 19-6-24; M 30-6-24; M 3-7-24

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
to plate, &c., conform well to each other? yes
from the faying surfaces? yes
Do any rivets break into or through the seams or butts of the plating? no
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
State results of tests good
State results of tests good

General Remarks (State quality of workmanship, &c.)
Bulkheads — Transverse oil tight bulkheads on frames Nos 30-34-44-58-72-86-96-98. (18 ind. pump room & cofferdam). Plating 10.5 $\frac{1}{2}$ bottom 7.5 $\frac{1}{2}$ top. Frames single 130x130x11 $\frac{1}{2}$. Vertical stiffeners channels 160x65x $\frac{1}{2}$ F 7.5, spaced about 59.5 $\frac{1}{2}$. On bulkhead No 86, welded angles 60x60x10 $\frac{1}{2}$ fitted at every stiffener & extending from the floor plate level to 150 $\frac{1}{2}$ above the horizontal girder. On bulkheads Nos. 44, 58, 72, 86 one web vertical stiffener fitted on each side in way of the expansion trunk sides, plating 510x9 $\frac{1}{2}$, frames 75x75x9 & double face angles 140x90x12 $\frac{1}{2}$. In cofferdam between bulkheads Nos 96, 98 stiffeners united by flanged brackets 460x8.5 $\frac{1}{2}$. Horizontal girder, one in way of the side stringer, plating 510x9 $\frac{1}{2}$ & single face angle 140x90x12 $\frac{1}{2}$. Bulkhead plating fitted as inside & outside stringer.
Longitudinal oil tight bulkhead at centre line (except in pump room; please see plan). Plating bottom between frames Nos 34 & 72, 9 $\frac{1}{2}$. between frames Nos 2 & 96, 9.5 $\frac{1}{2}$. top 7.5 $\frac{1}{2}$. Vertical stiffeners channels 160x65x $\frac{1}{2}$ F 7.5, spaced 59.5 $\frac{1}{2}$; welded angles 60x60x10 $\frac{1}{2}$ fitted at every stiffener between frames Nos 80 & 95 and also on stiffeners.
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.
P.T.O.

Amount of Entry Fee	£ 585 - 127/5/1925	Fees applied for,	J.A.	Certificate to be sent to	Genoa	Date of issue	10/7/25.
Special Survey Fee	£ 27292 -	Required by me,					
Travelling Expenses, if any	£ 950 - 30/0/1925						
State whether the Vessel has been built under Special Survey	yes						
Am of opinion this Vessel should be Classed	+100 A 1 "Carrying Petroleum in bulk"						
With, or without Freeboard, as condition of Class	without						

Committee's Minute
Character assigned
FRI. 10 JUL 1925
Carrying petroleum in bulk
Lloyds at 6.0.
oil engines
+ Lmb 4 25 C.L.
Rev. Secy at B.E.
Comm. at C. Bldg.
Mly

at frames No 36, 41, 75 & 77. One web vertical stiffener in each tank in way of the web plate plating $645 \div 320 \times 9 \frac{1}{2}$ frames $75 \times 75 \times 9.5$, face angle $140 \times 90 \times 12 \frac{1}{4}$. One horizontal girders, at the side stringer level, plating $510 \times 9 \frac{1}{2}$, single face angle $140 \times 90 \times 12 \frac{1}{4}$.

- Collision bulkhead. Plating, $9.5 \frac{1}{4}$ bottom, $6.5 \frac{1}{4}$ top; vertical stiffeners, under the W.T. flat, angle $140 \times 90 \times 10 \frac{1}{4}$, $600 \frac{1}{4}$ apart; vertical stiffeners, above W.T. flat, angle $120 \times 80 \times 8 \frac{1}{4}$, $600 \frac{1}{4}$ apart. Horizontal girders, under W.T. flat, plating $595 \times 9 \frac{1}{2}$, frames $75 \times 75 \times 10 \frac{1}{4}$, face angle channel $160 \times 65 \times 65 \times \frac{7.5}{10.5}$ F. - Single frame, $120 \times 120 \times 11 \frac{1}{4}$.

- After peak bulkhead. Plating, $9.5 \frac{1}{4}$ bottom, $7 \frac{1}{4}$ top; lower vertical stiffeners, $150 \times 75 \times 10 \frac{1}{4}$ B.A. & upper vertical stiffeners angles $100 \times 70 \times 7 \frac{1}{4}$, $600 \frac{1}{4}$ apart. Single frame $120 \times 120 \times 11$, $90 \times 90 \times 10$ & $75 \times 75 \times 9 \frac{1}{4}$ as per plan.

- The approved plans, as per following list, are forwarded under separate cover. These plans have been corrected in black to correspond with the vessel as actually built.

Midship section; Profile & decks; Plate stem; Rudder post; Shell expansion; Keel plate centre line bulkhead; Transverse oil tight bulkheads No 30, 34, 44, 58 & 72, 86, 96, 98; Side keelsons A, B & B₁; After end plating; Shaft brackets; Expansion tank; Bulwark plating; Side stringers & water tight flats; Fore end structure; Deck plan; Deck girders & pillaring aft; Double bottom aft & engine seatings; Masts; Revised plan of rudder quadrant, steering chains & rods; Enders & pillars under fore-castle; Fore castle end bulkhead.

- Please find attached Advice notes & Forgiving Rpt 9 No F. 3 rudder head & main piece, No C 320 rudder quadrant, No F 26 stern post, No C 264/265 shaft brackets -

- Short link steering chains, diam. $\frac{7}{8}$ " - Marks on chain compared with artif. Metho
and found in note & as reported hereunder: 1 re t
Cert. No. 24339 - LPH. CH - Stat. cert 9-2-2-0. ion-c

Cent. No. 2433 g - LPH.CH - Stat. test g-2-2-0.

J. A.

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 Area should appear in the Register Book) 1 Dk (Stl) & web frames omm
Official No. ✓; Signal Letters ✓ State if Machinery is fitted aft yes work
How are the surfaces preserved from oxidation? Inside cement & paint Outside paint No

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system ~~or with girders on floors~~ *yes* No. 0

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>under Engine</i>	39	47	Fore peak tank,	17	54
Double bottom, under Engines and Boilers,			After peak tank,	15	55
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	47	(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. <u>49</u>	DATES of Surveys field while building	<u>1924</u> May 31 - June 21 - July 18 - August 28 - October 2, 3, 31 - November 6, 8, 21 - Dec 3, 18 - <u>1925</u> - January 6, 9, 12, 20, 23, 24, 27 - February 3, 13, 16, 21, 26, 28 - March 5, 9, 12, 14, 17, 19, 23, 24, 26, 27, 28, 31 - April 4, 6, 8, 9	Total
Date <u>14th May 1924</u>			Range
No. <u>321</u> in builder's yard.			itted
		Total No. of Visits <u>41</u>	inner

Surveyor's Signature

J. Gure