

Form No. 1A. WEB FRAMES. Inches in Ship. Inches per Rule. Inches in Ship. Inches per Rule. FORGINGS or CASTINGS. Inches in Ship. Inches per Rule. BULKHEADS. Number. Thickness. STIFFENERS. Single or Double. Height up. W.T. BULKHEADS. AFTER PEAK. No. 9. ENGINE ROOM. No. 52. COLLISION. No. 135. LONGITUDINAL. BRIDGE FRONT. PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. RIVETING. BUTTS. UPPER DECK. Stringer Plate. RAISED QUARTER. Stringer Plate. FRAMES extend in one length from CENTRE TO MARGIN. REVERSED FRAMES on floors and frames extend from CENTRE TO MARGIN. MASTS, SPARS, &c. LOWER MASTS. Fore. Main. Mizzen. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds GALVANIZED STEEL WIRE. Sails.

EQUIPMENT No. 18331. LETTER R. ANCHORS. TONNAGE U.D.K. 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. Particulars of Drop Test of Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test. CHAIN CABLES. Number of Certificate. Length and size supplied. Test per Certificate. WEIGHT OF CHAIN CABLE. Length and size supplied. Description. Makers of Cables. Where and when tested, and Superintendent. HAWSERS AND WARPS. Number of Certificate. Length and size supplied. Test per Certificate. WEIGHT OF CHAIN CABLE. Length and size supplied. Description. Makers of Cables. Where and when tested, and Superintendent. Boats. 2 LIFEBOATS AND 1 DINGHY. Steering Gear, Steam MIDSHIPS. DUNKIN & CO. Steering Gear, Hand SCREW GEAR AFT: DUNKIN. Pumps, Number ONE 5 DOWNTON PUMP + 1 HAND PUMP FORWARD. Diameter of Barrel H. PUMP + 3. State whether they are in efficient working order YES. Windlass is BY CLARKE CHAPMAN & CO. Capstan. Engine Room Skylights. How constructed? 5 PLATES + ANGLES. C.1. FLAPS. What arrangements for deadlights in bad weather? STRONG BULLS EYES. Coal Bunker Openings. How constructed? 5 PLATES + ANGLES. How are lids secured? CLEATS + BATTENS. Height above deck? 8' 0" ABOVE BRIDGE. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 3 SCUPPERS EACH SIDE M.D. 3 x R.Q.D. 2 x B.D. FREEING PORTS FOR 2 x 3' 0" x 18" AND 2 x 3' 0" x 12". IN WAY OF QUARTER DECK 3 x 3' 0" x 18" EACH SIDE. Ceiling in Holds, thickness and material NONE. TANK TOP INCREASED - 08. Cargo Battens, thickness and material NONE FITTED. Cargo Hatchways. How formed? STEEL PLATES + ANGLES. COAMINGS 3' 0" M.D. 2' 6" R.Q.D. Hatches, If strong and efficient? YES. 2 1/2 W.W. State size No. 1 Hatch (Forward) 23' 0" x 20' 6" x 27' 5" x 3' 0" No. 2 Hatch 35' 9" x 28' 6" x 3' 0" No. 3 Hatch 29' 0" x 28' 6" x 2' 6" No. 4 Hatch 28' 0" x 28' 0" x 2' 6" Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch SIX to Nos 1 + 2. FIVE to Nos 3 + 4. No. of Breasthooks TWO. No. of Crutches DEEP FLOORS. Bulwarks, height above deck and description UPPER DECK = 3' 6". RAISED QUARTER DECK = 3' 0". Main Rail, material and size U.D. + R.Q.D. = 6" x 3" x 35". The foregoing is a correct description. JOHN LEWIS & SONS LTD. Surveyor's Signature J. Richardson Builder's Signature (here only) C. Richardson. Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) 19.1.20. 26.1.20. 10.2.20. E.13.2.20. M.13.2.20. M.24.2.20. 10.6.20. 25.8.20. 14.12.20. 27.12.20. 31.10.21. M.18.9.22. M.13.10.22. 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? 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 faying 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. 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 under Special Survey, and in accordance with the Secretary's letters, the Rules and approved plans, for the intended class 100.A.1. The Materials and workmanship are good. The following approved plans are forwarded herewith: - Profile, Midship section, Deck plans, Stern + Rudder frame, Fore end stiffening, Masts, Scarphing of Bridge frames to main frames, Pumping arrangement, together with Report on stern frame and rudder. 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 £7.0.0. Fees applied for, The amount of Entry Fee £6.0.0. Nov. 9. 1922 Special Survey Fee £183.11.0. Received by me, Certificate to be sent to Aberdeen. Date of issue 18/11/22 Travelling Expenses, if any £. State whether the Vessel has been built under Special Survey Yes. I am of opinion this Vessel should be Classed 100.A.1. With, or without Freeboard, as condition of Class without. Committee's Minute Character assigned THE 14 NOV 1922 + 100A1 Cargo battens not fitted Lloyd's A.C.P. + Lmb. 11.22. Lloyd's Register Foundation

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 17.62 ft., R.Q.D. 84.20 ft., Bridge 64.66 ft., Forecastle 23.08 ft.,
(in feet and tenths). When the Poop is joined to the P.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) ONE DECK STEEL.
Official No. 145715; Signal Letters
State if Machinery is fitted aft NO.
How are the surfaces preserved from oxidation? Inside PORTLAND CEMENT AND PAINT. TANK TOP IN BOILER ROOM COVERED WITH BITUMINOUS SOLUTION AND "TENAX" CEMENT 1 1/2" THICK. Outside PAINT = 3 COATS.

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

Where Fitted.		Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
		Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	No 5.	72.46	137.		Fore peak tank,	14.0	48.	
Double bottom, under Engines and Boilers,	No 4.	21.54	58.		After peak tank,	17.62	68.	
Double bottom, if under Engines only,					Deep tank, aft,			
Double bottom, if under Boilers only,	No 3.	17.62	46.		Deep tank, forward,			
Double bottom, forward, No 1. 72 TONS } No 2. 187 TONS }		123.37	259.		Other tanks, if fitted,			
Total capacity of double bottom			500.	(If necessary, furnish further information by sketch.)				

* The wells are not to be included in the lengths of the tanks. 234.99

State whether the above have been tested as required by the Rules. YES.

Order for Special Survey No. 1665.
Date 4-3-20.
No. 88. in builder's yard.

Dates of Surveys held while building

1920 = SEP. 16. 22. 27. OCT. 7. 11. 21. NOV. 3. 17. 22. 25. DEC. 1. 10. 24. 1921 = JAN. 5. 10. 17. 28. FEB. 14. 24. MAR. 11. 17. 22. 30. APR. 11. 20. 28. MAY 16. 27. JUNE 6. 17. JULY 21. 28. AUG. 29. SEP. 12. 13. 15. 18. 20. 21. 27. 30. OCT. 4. 7. 11. 16. 20. 24. 25. 30. NOV. 1. 8.

Surveyor's Signature

J. Richardson

Total No. of Visits 51.

© 2021

Lloyd's Register Foundation