

RECEIVED

WOOD SHIP.

Emb. 4.2.19.

PLYMOUTH

22 NOV 1948

7 JAN 1949

No. 7908 Survey held at APPLIEDORE. Date, First Survey 26. 10. 48. Last Survey 19

on the M.V. "ADMIRAL GRENVILLE" Master

TONNAGE under Tonnage Deck 253.77
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on deck
 Ditto of Forecastle
 Gross Tonnage 332.22
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Register Tonnage, as a Steamer, cut on the Beam... **Nett. 117.19**

Built at Sandhaven When built 1943 Launched 1943

By whom built J. & G. Forbes Owners Sterling Fishing Co.,

Port belonging to London Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock Dry Dock & Afloat

OA	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	No. of Decks with Flat laid
Length as per Section 39	141	6	Extreme Breadth Outside...	28	0	Depth of Hold	One
L	129	0	Outside planking	26	10	Depth from limber-strakes to under side of lower deck beam	One
Length of Keel	116	0	Round of Beam		6	Depth, Moulded	
Focastle	30	6					

SCANTLINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			THICKNESS.		Dimensions of Ship per Register.
	SIDED.	MOULDED.		SIDED.	MOULDED.		In Ship.	Per Rule, or as Approved.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Length 127.9 breadth 26.9 depth 12.45
TIMBER AND SPACE	2				As approved			As appd.	
FLOORS		6	12 1/2	9					
1st Foothooks		6	9	7 1/2					
2nd Ditto			7 1/2	6					
3rd Ditto			6	5					
Top Timbers			5	5					
Deck Beams	No. Average Space								
Deck Beams, length amidships	24'	7	8 1/2	7					
Hold Beams	No. Average Space								
Hold Beams, length amidships				NONE					
Keel		11	14						
Scarpns of Ditto	abt. 6ft.								
Keelsons		11	14						
Scarpns of Ditto	abt. 6ft.	11	14						
Garboard Strakes							3"	As appd.	
Garboard to Bilge							3	"	
Bilge Planks							4 1/2		
Bilge to Wales							4 1/2		
Wales							4 1/2		
Topsides							3		
Sheer Strakes							4 1/2		
Plank Sheers							4 1/2		
Water Upper Deck							--		
Ways Lower Deck							--		
Ditto, faying surface against Timbers							--		
Upper deck							3		
Limber Strakes							6		
Bilge Planks							3 1/2		
Ceiling in Flat							3 1/2		
Ditto Bilge to Clamp							None		
Hold Beam Clamps							None		
Deck Beam Ditto							3 1/2		
Ceiling 'twixt Decks							None		
Hold Beam Shelves							None		
Deck Beam Ditto							8 1/2		

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or YM in Ship.			Iron in Ship.			Size required per Rule.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Heel-Knee, and Deadwood abaft			1						
Scarpns of Keel, No.			1						
Keelson Bolts through Keel at each Floor			1						
Bolts through Heels of Timbers against Deadwood			--						
Frame Bolts			3/4						
Transoms and throats of Hooks						1			
Arms of Hooks						3/4			
Thro' Bilge and Limber Strakes						3/4			
Thickstuff over Double Floors						--			
Butt End Bolts						3/4			
Short Bolts in Ceiling						3/4			
Pintles of the Rudder						3/4			
Hold Beam Waterway									
Bolts in Shelf or Clamp									
Deck Beam Waterway									
Bolts in Shelf or Clamp									
Nails or Bolts in Flat of Deck									6" spikes
Treenails									None...Inches

TIMBERING.—The Space between the Floor Timbers and Lower Foothooks is 10 Inches. The Space between the Top-Timbers is 10 Inches.

The Floors consist of Oak. The First Foothooks of Oak.

The Second Foothooks of Oak. The Third Foothooks and Top Timbers of Oak.

The Main Keelson is Oregon pine and free from all defects. The Shifts of the First and Second Foothooks are not less than Satisfactory.

The Rider Keelson is () N.B.—When less than prescribed by the Rules, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of Oak ditto. The rest of the Shifts of the Frame are Satisfactory.

Deadwood, of Oak and ditto. The Frame is Fully squared from First Foothook Heads upwards, and Oak free from sap, and from thence downwards, the frame is np

The Stem, and Stern Post of Oak ditto. The entire Frames are through bolted together to the Gunwale.

The Deck and Hold Beams of Oak & Larch. N.B.—If not, state how bolted.

Reasthooks of Steel. Knees of Oak & Steel. The Butts of the Timbers are fitted close together; their thickness not less than Full size of the entire moulding at that place.

The Main piece of Rudder of Steel. Windlass Electric (Cast Iron). The Frame is -- chocked with -- Butt at each end of the chock.

The Keel of Oak. The Frame is English Elm.

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is English Elm.

From the above named height to the Wales Larch.

The Wales and Black-strakes Oregon Pine. The Topsides and Sheer-strakes Oregon Pine.

The Spirketting and Plank-sheers Oregon Pine. The Water-ways { Upper Deck -- Lower Deck ---

The Decks Oregon Pine. State of Good.

The Shifts of the Planking are not less than satisfactory. Inches. N.B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 3 strakes between, and without step-butting.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are Oregon Pine. Shelf Pieces and Clamps Oregon Pine.

The Ceiling, Lower Hold, and between Decks Oregon Pine.

FASTENINGS.—To Hold Beams ---

Deck Beams Vessel is fitted with a lodging shelf in addition to beam shelf. Beams are through bolted to lodging shelf. Dumps in beam shelf.

Number of Breasthooks 3. Pointers --. Crutches --.

Butt End Bolts are of Galvd. Iron in the Bottom 2. Bolts in each Butt End driven through and clenched.

Bilge and Limber Strakes Galvd. Iron bolted through and clenched. Treenails of None. How made

Thickstuff over Double Floors Galvd. Iron bolted through and clenched. General quality of Workmanship Good.

We certify that the above is a correct description of the several particulars therein given.

Surveyor's Signature [Signature]

Builder's Signature [Signature]

Surveyor to Lloyd's Register of Shipping.

EQUIPMENT TONNAGE

ANCHORS.

Stockless

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
43319	1st Bower	12	1	7				14	4	-	7			Stockless	Byers do.	Sunderland 17.3.43 R.J. Vogan do.	
43318	2nd	12	-	23				14	1	3	14			do.			
	3rd																
	Collective weight	24	2	2													
	Stream	7	-	-													
	Kedge																
	2nd Kedge																

If Patent state name of Patentee.

Stream Anchor bears only and Admiralty test Number.

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.		Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Rule.
				Supplied.	Per Rule.									
44532	45	1	20	26.2.9				Beal & Son	Cardiff 18.8.48 F.W. Dovey	TOWLINE	75	2 1/2"	11 tons	
44525	105	1"	27	54.1.16				Unknown	do. 5.8.48	HAWSER	90	2"	8 tons	
										WARP				

Masts, Yards, &c., are in New condition, and sufficient in size and length.

Standing and Running Rigging New sufficient in size and Satisfactory quality.

Sails. --- Suit of --- Sails, and the following spare sails ---

Boats 2 new Lifeboats certified by M.O.T. (One with Motor)

Windlass, present state is Good Capstan None Rudder Good Pumps Good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?
3 Wash ports each side and bulwark plating 1" clear of deck.

Cargo Hatchways.—How formed? Steel with insulated plug hatches State size 19' 6" x 11'

If of extraordinary size, state how framed and secured? ---

What arrangement for shifting beams? Lifting by Derrick

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size ---

Order for Special Survey, No. _____	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed
Date _____		2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No. _____		3rd. When completed and before the plank be painted or payed
Date _____		
No. _____ in Builder's Yard.		

General Remarks.

This vessel was built for the Admiralty as a Wood Motor Minesweeper under supervision of the Society's Surveyors (but not to class). She has been surveyed in dry dock and afloat and sundry necessary repairs have been satisfactorily effected. She has now been converted to a Cargo vessel, with satisfactory workmanship and materials. Scantlings have been verified with approved plans. Steering gear and windlass have been tested under working conditions and found satisfactory.

This vessel has been subjected to a survey equivalent to that set forth in the Rules for "Ships not built under survey". The condition of the timbers is satisfactory.

Adequate ventilation has been provided in way of oil fuel tanks.

Present condition of Caulking of Bottom Good Deck, Good and Waterways

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled No. When last done

I am of opinion this Vessel should be Classed A-8 Wood Cargo Vessel.

The Amount of the Entry Fee £	:	:	Fees applied for,
Special £	32	0	19
Repairs etc. £	10	10	0
Travelling Expenses, if any, £	11	3	9d.

[Signature]
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

The Surveyors are requested not to write on or below the space for Committee's Minute.