

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		
Length as per Section 39	87	0	Extreme Breadth Outside...	19	9	Depth of Hold .....	10	1	No. of Decks with Flat laid	one
	87	0	Round of Beam.....		6	<del>Depth from timber-strakes to</del>				
						<del>under side of lower deck beam</del>				
						Depth, Moulded.....	10	4	No. of Tiers of Beams	one.

[illegible]

of Scotch Larch and is free from all defects. The ~~Third Footbooks and~~ Top Timbers of Oak. — The Shifts of the First and Second Footbooks are not less than 30" to 36"

The Frame is well squared from First Foothook Heads upwards,  
and is free from sap, and from thence downwards, the frame is good.

Rudder of Oak ~~Windlass of~~ Beech. ✓  
The Butts of the Timbers are quite close together; their thickness not less than the whole of the entire moulding at that place.

Plank sheers = 2 at 10" x 3 1/2" Scotch Larch. The Topsides and Sheer-strakes 4. Oak Larch Larch Oak + Oak (FOR 2)

Scotch Larch. State of Good. ✓

The Planking is wrought not less than 3 Strakes between, and without step-butting.

Hold, and between Decks  $1\frac{1}{4}$ " Fir. Oak in bunks Shelf  $9" \times 4\frac{1}{2}"$  Oak and Clamps 2. S. Larch  $9"$  wide.

✓

6 lodging knees all fore & aft. 6 pairs of wrought iron hanging knees.  
ms in Machinery base - 2" - 10" - 1 1/2" - 9" - 8" - 7" - 6" - 5" - 4" - 3"

k. cabin sole beams =  $5 \times 3\frac{1}{2}$ " Fir, basing F. & A. =  $6 \times 4 \times \frac{1}{2}$ " angle.

of galv<sup>d</sup> iron in the Bottom One thro Bolt in each Butt End + each 3<sup>rd</sup> or 4<sup>th</sup> frame through and clenched.

The Floors ☒ ~~bolted through and clenched.~~ ☒ ~~Freights of~~ ☒ ~~new made~~  
 General quality of Workmanship Good.  
 I certify that the above is a correct description of the several particulars therein given.

JONES' BOCKIE SLIP & SHIPYARD, LTD. Surveyor's Signature J. Richardson

W1592-0168

ANCHORS.


## CHAIN CABLES.

## HAWSERS AND WARPS

Masts, ~~Yards~~, &c., are in good condition, and sufficient in size and length.  
Standing and Running Rigging is sufficient in size and good in quality.  
Sails. One Fore and ~~Sail~~ one Mizzen Sail, and the following spare sails none.  
Boat# One = 15'6" x 5'8" x 2'8".

Windlass, present state is ☒ Capstan good. Rudder good. Pumps good = 3.

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?  
 $\frac{3}{4}$  space, all round vessel, in lieu of Scuppers, also 2 Wash ports each side

Cargo Hatchways.—How formed? Fore & After =  $7 \times 5$ " Oak.  State size  $13'6" \times 7'2" \times 15'$  mean height

If of extraordinary size, state how framed and secured? Side & End coamings =  $4$ " Oak.

What arrangement for shifting beams? Deck fore & after, under Hatch coamings =  $7 \times 7$ " Scotch Larch

Hatches, themselves, whether strong and efficient? Yes.  $2\frac{1}{2}$ " thick Main Hatchways. State size ☒

Order for Special Survey, No. 1543  
 Date 20-8-17  
 Order for Ordinary Survey, No. ✓  
 Done ✓  
 No. 3 in Builder's Yard.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed 1918 = June 19. July 5. 19. Aug 15. Sep 2. 21. 28. Oct 3.  
 2nd. When the Frame is put in, &c. Nov. 6. 8. 25. 28. Dec. 3. 10. 14. 20. 1919. Jan. 18. 23. Feb.  
 3rd. When completed and before the ~~plants be painted or pegged~~ Mar. 8. 11. 22. 31. Apr. 8. 14. July 7. Aug 13. 15. 27. Sep. 1. 4. 5. Oct 8. 14. 20. 27. Nov. 3. 6. 11. 18. 21. 27. Dec 5. 16. 23. Feb.

General Remarks. The Scantlings and Materials, used in the construction, of this vessel, are in accordance, with the approved plan of Midship Section, Sketch of Stern Post, Framing at After end. After Deadwood, Steel After Peak bulkhead, Boiler room bulkhead & Bunkers, Watertight Wood bulkheads and Pumping Arrangement, also the Secretary's letters of 31-8-17. 17-11-17. 13-12-17. 2-1-18. 21-2-18. & 5-9-18. The Materials and Workmanship are good, and she is in my opinion, worthy to be classed ✕ A.1. "For Fishing Purposes."

Table A = 9 years.

2 years for Mixed Materials

11 A. I. "For Fishing Purposes." 9 + 12 years Materials

Treble frames are fitted forward on frame no<sup>s</sup> 8 to 12 inclusive, up well above, the turn of the Bilge. Steel W.T. Bulkheads except Collision. A Provisional Machinery Certificate by B.C. Surveyors is attached. The Imbat, Aberdeen report N<sup>o</sup> 12142 is a sister ship.

Present condition of Caulking of Bottom *Good.* Deck, *Good.* and Waterway *Good.*

~~If Sheathed, Doubled, Felted, Coppered, or Yellow-Metalled~~

I am of opinion this Vessel should be Classed  A.1. For Fishing Purposes

The Amount of the Entry Fee	£ 2 : 0 : 0.	Fees applied for,
<i>To Admiralty</i>		<i>573/1920</i>
<i>Special</i>	£ 14 : 0 : 0.	<i>per ton</i>

Received by me,  
30/3/1930

Committee's Minute

FRI. 5-MAR. 1920

*Character assigned*

11 A1. For Fishing Purposes  
9 x 12 yrs Mat  
Lloyd A & B. P.

J. Richardson  
Surveyor to Lloyd's Register of Shipping

HULL CERTIFICATE  
WRITTEN:

MACHINERY DEPT.  
WRITTEN. 6.4.20

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Lloyd's Register  
Foundation