

Received at London Office

State if Report is sent on the Machinery of the Vessel. Yes.

Port of Hull. Box 321 No 51993

Date First Survey, 12th August 1942. Last Survey, 19th April 1943

State Type *(Full Spanning, Complete Superstructure with or without Tonnage Openings)*

Full Scantling

State Type of Erections R.G. DECK & F'CLE

TONNAGE under } 339.88
Tonnage Deck ... }

CLASS *100 A.1. TRAWLER" State if with freeboard } ✓
"FOR GOVERNMENT SERVICE" as condition of Class }

Built at Selly

Do. of space or spaces }
between Tonnage Dk. } ✓
and Upper Dk. }

Length from fore part of stem to after part of stern } L 146.5 ✓
post on summer L.W.L. See Sec. 3 (1a)

Launched 24th December 1942. Yard No. 1260

Total..... 339.88

Breadth (greatest moulded) B 25-0 ✓
Depth, at middle of length from top of keel to top)

Builders *Bochane & Sons Ltd.*

ss Tonnage 391.31

of beam at side of uppermost continuous } D 14.0
deck. See Sec. 3 (1c)

Owners The Admiralty

ister Tonnage 127.98

1st Longitudinal Number (L \times D).....= 2051 ✓

Managers ✓
(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS.

Framing Depth "d," at middle of length. See } ☒
 Sec. 3 (1d).....

Residence London

FEET
147.8

Proportions—Depth to Length—Uppermost continuous deck to top of keel } 10.46 ✓

Port of Registry.....✓

25-15

Do. Long Bridge to } ✓

If surveyed while building, afloat, or in dry dock

13-25

top of keel \int

During construction

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | INCHES IN SHIP. | | | Any Departure from Approved Plans to be Noted. | | INCHES IN SHIP. | | | Any Departure from Approved Plans to be Noted. |
|---|-----------------|----|-----|--|---|-----------------|---|------------|--|
| FRAMES, Spacing amidships..... | 21 | | ✓ | | Bracket Floors, Frame | | | | |
| " " from ¾ length amidships to Collision bulkhead..... | 16 | | ✓ | | " " Reversed Frame..... | | | | |
| " " in peaks { AFTER PEAK | 21 | | ✓ | | " " Vertical Struts | | | | |
| " " { FORE PEAK | 16 | | ✓ | | Centre Girder, depth and thickness amidships | | | | |
| SIDE FRAMING. | | | | | " " top Angles | | | | |
| Frame Amidships, Angle, E or C ✓ | 5 | 3 | .40 | ✓ | " " bottom Angles..... | | | | |
| " " Extends up to UPPER & R. & B. DECKS | | | | ✓ | Side Girders, No. each side and thickness..... | | | | |
| Reversed Frame Amidships, Angle | 3 | 3 | .38 | ✓ | Margin Plate depth (excl. of flange) and thickness | | | | |
| " " Extends up to ACROSS FLOORS | | | | ✓ | " " Vertical Angle to Tank side Bracket abaft ¼ len. from stem | | | | |
| Depth of Framing Girder..... | 5 | | | ✓ | " " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area | | | | |
| Frames in Uppermost Continuous 'tween Decks, Angle, C or C | | | | | " " Gussets, spacing and scantling abaft ¼ len. from stem..... | | | | |
| " " Second 'tween Decks, Angle, C or C | | | | | " " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area | | | | |
| " " Third | | | | | Tank Side Brackets, height above base line at toe of Frame and thickness | | | | |
| " " from ¼ len. for'd. to 15% len. from Stem | | | | | INNER BOTTOM PLATING. | | | | |
| " " in Peaks, Angle or C | 5 | 3 | .40 | ✓ | Breadth and thickness of Middle Line Strake... | | | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | ¾ | - | 5/4 | ✓ | Thickness of remainder in Holds | | | | |
| State if Frame Joggled..... | No. | | | ✓ | Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?..... | | | | Yes. ✓ |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | AS APPROVED | | | | BEAMS. | | | | |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? | | | | | Uppermost Continuous Deck, amidships in Wells, Angle, E or C ✓ | 5 | 3 | .50 | ✓ |
| SINGLE BOTTOM. | | | | | " " in way of Bridge, Angle, C or C | | | | ✓ |
| Floors, Depth and thickness at mid-line in Holds..... | 17 | 37 | | ✓ | " " Spacing | | | 42" | ✓ |
| Height of Brackets at side above base line at toe of frame..... | 50 | ER | 43 | BR. ✓ | R. & B. | | | | |
| Middle Line Keelson, on Floors, Angles, C or C | 12 | 4 | 36 | 47 | Second Deck, amidships, Angle, E or C ✓ | 5 | 3 | .40 | ✓ |
| " " " Through Plate or Inter-costal Plate | | | | ✓ | " " Spacing | | | 21 | ✓ |
| " " " Foundation Plate on Floors | | | | ✓ | Third Deck, amidships, Angle, C or C | | | | |
| " " " Flat Plate Keel Angles | | | | ✓ | " " Spacing | | | | |
| Side Keelsons, No. each side..... | ONE | | | ✓ | Fourth Deck, amidships, Angle, C or C | | | | |
| " " thickness of Intercoastal Plate..... | | | | ✓ | " " Spacing | | | | |
| " " Angle..... | 5 | 4 | .50 | ✓ | Poop Deck, Angle, C or C | | | | |
| DOUBLE BOTTOM. | | | | | " " Spacing | | | | |
| Solid Floors, thickness and spacing | | | | | Bridge Deck, Angle, C or C | | | | |
| " " Are Frame and Reversed Frame joggled? | | | | | " " Spacing | | | | |
| Bracket Floors, breadth and thickness at middle line | | | | | Forecastle Deck, Angle, E or C (WHALEBACK) | 4 | 3 | .40 | ✓ |
| " " breadth and thickness at margin plate..... | | | | | " " Spacing..... | | | 21" to 32" | ✓ |

(MADE IN ENGLAND.)

W321-0110 $\frac{1}{2}$

PILLARS AND DECKS.

| | | INCHES IN SHIP. | | Any Departure from Approved Plans to be Noted. | | | | INCHES IN SHIP. | | Any Departure from Approved Plans to be Noted. | |
|---|--|-------------------------|--|--|--|--|--|-----------------|--|--|--|
| PILLARS, No. of Rows | | ONE ✓ | | | | Stringer Plate, breadth and thickness in way of Bridge | | | | | |
| „ in 'tween Decks, Size and Spacing | | 3" DIAR. AS APPROVED. ✓ | | | | Thickness of Plating abreast Deck openings in way of Wells | | | | | |
| „ „ „ „ „ | | ✓ | | | | Thickness of Plating abreast Deck openings in way of Bridge..... | | | | | |
| „ in Holds „ „ „ | | ✓ | | | | Thickness of Plating within line of openings... | | | | | |
| „ „ „ „ „ | | ✓ | | | | If Sheathed, material and thickness..... | | | | | |
| Centre Line Bulkhead, IN CROSS BUNKER ✓ | | 5 5 3 30 ✓ | | | | Third Deck. | | | | | |
| Stiffeners and Spacing | | SPACED 42" ✓ | | | | Stringer Plate, breadth and thickness..... | | | | | |
| Plating, thickness of | | 30 ✓ | | | | If Plated, state thickness | | | | | |
| STRINGERS AND DECKS. | | | | | | Fourth Deck. | | | | | |
| Uppermost Continuous Deck. | | | | | | Stringer Plate, breadth and thickness..... | | | | | |
| Stringer Plate, breadth and thickness in Wells | | 50 x 31 ✓ | | | | If Plated, state thickness | | | | | |
| „ „ „ „ „ | | R.Q. DECK 55 31 ✓ | | | | Fifth Deck. | | | | | |
| „ „ „ „ „ | | 3 3 375 ✓ | | | | Stringer Plate, breadth and thickness..... | | | | | |
| Thickness of Plating abreast Deck openings in way of Wells IN WAY OF BOILER CASING | | 35 ✓ | | | | Plating, Sheathing, material and thickness ... | | | | | |
| Thickness of Plating abreast Deck openings in way of Bridge IN WAY OF ENGINE CASING | | 31 ✓ | | | | Bridge Deck. | | | | | |
| Thickness of Plating within line of openings... | | 31 ✓ | | | | Stringer Plate, breadth and thickness..... | | | | | |
| (UPPER DECK) ✓ | | 5" 22" DOUGLAS FIR. ✓ | | | | Plating, Sheathing, material and thickness ... | | | | | |
| If Sheathed, material and thickness..... | | ✓ | | | | Forecastle Deck. (WHALEBACK) ✓ | | | | | |
| Second Deck. | | | | | | Stringer Plate, breadth and thickness..... | | 30 x 30 ✓ | | | |
| Stringer Plate, breadth and thickness in Wells | | ✓ | | | | Plating, Sheathing, material and thickness ... | | | | | |
| | | | | | | " UNDER WINDLASS | | | | | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | |
|---|---------------|------------|------------|------------|--|------------------|----------------------|----------|---------------------------|-----------------------|-------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | BUTTS. | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if jogged? | RIVETS. | | No. of ROWS OF RIVETS. | RIVETS. | | STRAPPED OR LAPPED. |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | SINGLE OR DOUBLE. | Diam. | | Spacing cr. to cr. | Diam. | |
| GARBOARD | | | | | | | | | | | | |
| Flat Plate Keel..... "A" | 32 | 50 | 42 | 42 | | DOUBLE | 3/4 | 5 PR. R. | DOUBLE | 3/4 | 2 7/8 | STRAPPED |
| „ Dblg. (if any) | ✓ | ✓ | | | | ✓ | | | ✓ | | | |
| Bottom Plating, No. of Strakes 2..... "B" | 51 | 40 | 37 1/2 | 37 1/2 | | DOUBLE | 3/4 | 5 PR. R. | DOUBLE | 3/4 | 2 7/8 | LAPPED |
| Bilge Plating, No. of Strakes 1..... "C" | 51 | 43 | 37 1/2 | 37 1/2 | | " | " | " | " | " | " | " |
| Side Plating, No. of Strakes 1..... "D" | 53 | 40 | 37 1/2 | 37 1/2 | | " | " | " | " | " | " | " |
| Side Plating, No. of Strakes 1..... "E" | 51 | 43 | 37 1/2 | 37 1/2 | | " | " | " | " | " | " | " |
| Upper Deck, Sheer-strake in Wells..... | 42 | 62 1/2 | 50 | 50 | | DOUBLE | 3/4 | 5 PR. R. | DOUBLE | 3/4 | 2 7/8 | STRAPPED |
| Upper Deck, Sheer-strake in Bridge..... | ✓ | ✓ | | | | ✓ | | | ✓ | | | |
| Strake below Sheer-strake in Wells..... | 51 | 40 | 37 1/2 | 37 1/2 | | DOUBLE | 3/4 | 5 PR. R. | DOUBLE | 3/4 | 2 7/8 | LAPPED |
| Strake below Sheer-strake in Bridge..... | ✓ | ✓ | | | | ✓ | | | ✓ | | | |
| Poop Side Plating..... | ✓ | ✓ | | | | ✓ | | | ✓ | | | |
| Bridge Side Plating..... | ✓ | ✓ | | | | ✓ | | | ✓ | | | |
| Forecastle Side Plating | 53 x 31 | | | | | SINGLE | 3/4 | 5 PR. R. | SINGLE | 3/4 | 2 7/8 | STRAPPED |

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

| | |
|------------------------------------|-----|
| Extending to Upper Deck (Sec. 3 c) | 4 ✓ |
| „ „ Deck next below | ✓ |
| As per Rule | 4 |

FORGINGS AND CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted |
|----------------------------|---|-------------------------------------|--------------------------|---|
| KEEL, Bar | ROLLED | 8" x 2" | APPLEBY-FRODINGHAM | STEEL CO. LD. |
| STEM | " | 8" x 2" ✓ | | |
| STERN FRAME | { Propeller Post { Rudder " | 7 1/2 x 3 1/4" 7 1/2" x 3 1/4" ✓ | T. S. FORSTER & SONS LD. | |
| Speed of Vessel | | 12 KNOTS ✓ | | |
| RUDDER—Type | | ORDINARY STREAM LINE TYPE. | | |
| " A x D..... | | 116.86 ✓ | | |
| " Diam. of head | | 6" ✓ | | |
| " Mainpiece at top pintle | | 6 1/2" x 4 1/2" ✓ | | |
| " heel | | 3 1/2" x 4 1/2" ✓ | | |
| " how constructed | | FORGED & BUILT. ✓ | | |
| " double or single plate | | DOUBLE ✓ | | |
| " coupling, vertical or | | HORIZONTAL. ✓ | | |
| " horizontal | | | | |

| | | Plating Thickness. | STIFFENERS. | | | |
|--------------------|-----------------------------|-----------------------|-------------|-------------|-------------|-----------|
| | | | VERTICAL. | | HORIZONTAL. | |
| | | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP | BULKH'D, Upper 'tween decks | ✓ | | | | |
| | Second | ✓ | | | | |
| | ON FRAME NO | | | | | |
| | Third | 47 | 40-26 | 6" x 3" 30F | 24" | W.T. FLAT |
| | " " " | 67 | 36-26 | 6" x 3" 30F | 30" | W.T. FLAT |
| | Holds | 84 | 36-26 | 6" x 3" 30F | 24" | |
| COLLISION | (in Hold) | 5 | 43-28 | 6" x 3" 30F | 24" | |
| | " " " | 5 | 43-28 | 6" x 3" 30F | 24" | |
| AFTER PEAK | | 2 | 36-26 | 6" x 3" 30F | 30" | |

| | | |
|--------|--|--|
| STEEL. | Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) | OPEN HEARTH PROCESS. |
| | PLATES:- | CONSETT IRON CO.-LD. APPLEBY-FRODINGHAM STEEL CO.-LD. DORMAN, LONG & CO.-LD. |
| | SECTIONS:- | DORMAN, LONG & CO.-LD. APPLEBY-FRODINGHAM STEEL CO.-LD. |
| | Has the Steel been tested as required by the Rules? | Yes. ✓ |

| EQUIPMENT No. ✓ | | | | | | | | | | LETTER ✓ | | | | | | | | | | ANCHORS. | | | | | | | | | |
|------------------------|-------------------|--------------------|------|------|------------------|------|------|------------------------|-------|----------|------------------------------|-------|--------------|------------------------------|----------------|--|-------------|-----------|--|----------|--|--|--|--|--|--|--|--|--|
| Number of Certificate. | Anchors. | WEIGHT, EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST, PER CERTIFICATE. | | | WEIGHT REQUIRED BY TABLE 53. | | | Description of Anchor. | Makers. | Where and when tested, and Superintendent. | | | | | | | | | | | | | |
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | cwts. | qrs. | lbs. | Cwts. | qrs. | | | lbs. | | | | | | | | | | | | | |
| 42842 | 1st Bower | 8 | 2 | 0 | Stockless | | | 10 | 12 | 2 | 0 | ✓ | 8 1/2 | Impressed Stockless | Not stated | 16-12-42 | R. J. VOGAN | | | | | | | | | | | | |
| 42841 | 2nd " | 8 | 0 | 14 | " | | | 10 | 5 | 0 | 0 | ✓ | 8 | " " " | " " | " " | " " | | | | | | | | | | | | |
| | 3rd " | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Collective weight | 16 | 2 | 14 | | | | | | | | | 16 1/2 | | | | | | | | | | | | | | | | |
| 1992A | Stream | 4 | 0 | 14 | ✓ | 3 | 7 | 6 | 10 | 0 | 0 | ✓ | 4 (ex stock) | Cast steel Admiralty pattern | W. & A. Butler | Cardiff | 23-2-43 | A. Butler | | | | | | | | | | | |

(SUPPLIED BY ADMIRALTY) CHAIN CABLES. HAWSERS AND WARPS.

| Number of Certificate. | Length and size supplied. | | Test per Certificate. | | WEIGHT OF CHAIN CABLE. | | Length and size per Table 53. | | Description. | Makers of Cables. | Where and when tested, and Superintendent. | Material. | Length and size supplied. | | Breaking Test of Steel Wire. | Length and size per Table 53. | | | | | |
|--------------------------------|---------------------------|--------|-----------------------|------------|------------------------|------|-------------------------------|---------|--------------|-------------------|--|-----------------|---------------------------|----------|---|-------------------------------|----------|------|-------|----------|------|
| | Length. | Diam. | Tons. | Break-ing. | Supplied. | | Per Rule. | Length. | | | | | Diam. | Fathoms. | | Ins. | Fathoms. | Ins. | Tons. | Fathoms. | Ins. |
| | | | | | Cwts. | qrs. | | | | | | | | | | | | | | | |
| 2294 | 120 | 1 3/16 | 25 3/8 | 38 | 88-0-26 | 87 | 120 | 1 3/16 | Stud | N. Hugley | Wetherston | TOWLINE | 30 | 6 | MANILA FITTED WITH 35 F. S.W.R. EACH END. | 60 | 6 | | | | |
| | | | | | | | | | hook | S. & S. Ltd | 12-4-43 J. A. Reel. | HAWSERS & WARPS | 120 | 6 | MANILA | 60 | 6 | | | | |
| | | | | | | | | | | | | | 120 | 4 | COIR | 60 | 5 | | | | |
| Low Stream Chain or Steel Wire | 150 | 2 1/2 | | | SUPPLIED BY ADMIRALTY | | 100 | 2 | F.S.W.R. | | | | 150 | 2 1/2 | IN 3 LENGTHS OF 50 FATHOMS | | | | | | |

(ALL SUPPLIED BY ADMIRALTY)

Steering Gear, Type (Power or hand) DONKIN'S STEAM HYDRAULIC TYPE. Alternative Means of Steering TILLER WITH BLOCKS & TACKLE.

Steering Chains (Size and Test) NONE. Windlass STEAM - J. S. DOIG (GRIMSBY) LD. Boats 1-16'-0" DINGHY.

Ceiling in Holds, thickness and material NONE. Cargo Battens, thickness, material and spacing NONE.

Cargo Hatchways.—(Upper Deck) NONE. Thickness of Hatches ✓

Size of Hatchways No. 1 (Fwd.) ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams } ✓ and/or Fore and Afters }

Builder's Signature H. Gray. **DIRECTOR**

FOR COCHRANE & SONS LTD

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel No.

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates, the specification, and in conformity with the Rules for the class contemplated.

The materials and workmanship are good.

Fore & after peaks, fresh water and feed water tanks tested to rule requirements and found satisfactory.

Bottom of vessel and watertight flats flooded; shell plating and watertight bulkheads hoisted and found in order.

Decks, casings etc., hoisted and found in order.

Windlass, steering arrangements tried under working conditions & found in order.

No freeboard has been assigned.

The amount of Entry Fee £ 4 Fees applied for, MAY 1943 (Special notations, where part of class, to be stated.)

Special Survey Fee £ 110: 0: 0 Received by me, 19

SUPERVISION OF SPECIFICATION

Travelling Expenses, if any £ ✓ : 19

I am of opinion the Vessel should be Classed * 100 A-1

"STEAM TRAWLER".

"FOR GOVERNMENT SERVICE".

Signature J. Macleod

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey ✓

Certificate sent to Hull. Date of issue 14/5/43

Committee's Minute TUES. 11 MAY 1943

Character assigned + 100 A1

Steam Trawler

For Government Service

Lloyd's A & CP.

Lloyd's Register Foundation

W321-0110 2/2

