

[illegible]

| EQUIPMENT No. | | | | LETTER | | | | ANCHORS. | | | | TONNAGE U. 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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42837 | | 1st Bower | | 8 2 0 | | 5 10 0 | | 10 12 2 0 | | 8 1 0 | | Taylor | | Taylor | | LPH 288/4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42836 | | 2nd " | | 7 2 14 | | - | | 9 15 3 21 | | 7 2 0 | | Breadnought | | Breadnought | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42934 | | 3rd " | | 3 1 14 | | 3 14 | | 5 16 2 7 | | 3 1 0 | | Knap | | - | | 15/9/14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4th " | | Collective weight | | 19 2 0 | | - | | - | | 19 0 0 | | - | | - | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stream | | Kedge | | - | | - | | - | | - | | - | | - | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAIN CABLES. | | | | | | | | | | | | | | | | HAWERS 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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44266 | | 120 3 | | 22 3 | | 348 78 | | 122 77 23 | | 120 3 | | 5 TAYLOR | | LPH 15/9/14 | | TOWLINE | | 60 6 | | 60 6 | | 60 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iron Stream Chain or Steel Wire | | Cir. | | - | | - | | - | | - | | - | | - | | - | | - | | - | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boats | | | | | | | | | | | | | | | | Steering Gear, Steam | | | | | | | | | | | | | | | | Steering Gear, Hand | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pumps, Number | | | | | | | | | | | | | | | | 506 " x 104 " | | | | | | | | | | | | | | | | Diameter of Barrel 6 " x 4 " | | | | | | | | | | | | | | | | State whether they are in efficient working order | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Windlass is | | | | | | | | | | | | | | | | Gimmell + Haws Steam | | | | | | | | | | | | | | | | Capstan | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Engine Room Skylights.—How constructed? | | | | | | | | | | | | | | | | Steel | | | | | | | | | | | | | | | | What arrangements for deadlights in bad weather? | | | | | | | | | | | | | | | | Steel plates + Bullseyes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Coal Bunker Openings.—How constructed? | | | | | | | | | | | | | | | | C.S. Scuttles | | | | | | | | | | | | | | | | How are lids secured? | | | | | | | | | | | | | | | | Secured | | | | | | | | | | | | | | | | Height above deck? | | | | | | | | | | | | | | | | fluid | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Scuppers, and numbers and dimensions of | | | | | | | | | | | | | | | | Freeing Ports, &c. | | | | | | | | | | | | | | | | 5 scuppers + 7 ports 18 x 9 each side | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ceiling in Holds, thickness and material | | | | | | | | | | | | | | | | 2" plate | | | | | | | | | | | | | | | | Cargo Battens, thickness and material | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cargo Hatchways.—How formed? | | | | | | | | | | | | | | | | Scuttles | | | | | | | | | | | | | | | | Hatches, If strong and efficient? | | | | | | | | | | | | | | | | yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State size No. 1 Hatch (Forward) | | | | | | | | | | | | | | | | No. 2 Hatch | | | | | | | | | | | | | | | | No. 3 Hatch | | | | | | | | | | | | | | | | No. 4 Hatch | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bulwarks, height above deck and description | | | | | | | | | | | | | | | | 33 x 5 1/6 + 6 1/6 | | | | | | | | | | | | | | | | No. of Breasthooks | | | | | | | | | | | | | | | | 3 | | | | | | | | | | | | | | | | No. of Crutches | | | | | | | | | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The foregoing is a correct description. | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | Main Rail, material and size | | | | | | | | | | | | | | | | 6 1/2 x 3 x 7 1/6 BA. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Builder's Signature (here only) | | | | | | | | | | | | | | | | F.B. COOK, WELTON & GIMMELL, LTD | | | | | | | | | | | | | | | | Surveyor's Signature | | | | | | | | | | | | | | | | F. C. Smith | | | | | | | | | | | | | | | | Surveyor to Lloyd's Register of British and Foreign Shipping. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) | | | | | | | | | | | | | | | | M 2/4/14 E 25/7/14 | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Workmanship. Are the butts of plating planed or otherwise fitted? | | | | | | | | | | | | | | | | yes | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Is the riveted work properly closed? | | | | | | | | | | | | | | | | yes | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Are the liners between the frames and plates solid single pieces? | | | | | | | | | | | | | | | | yes | | | | | | | | | | | | | | | | 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)? | | | | | | | | | | | | | | | | Trawler | | | | | | | | | | | | | | | | State results of tests | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? | | | | | | | | | | | | | | | | Trawler | | | | | | | | | | | | | | | | State results of tests | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| General Remarks (State quality of workmanship, &c.) | | | | | | | | | | | | | | | | This vessel has been constructed in accordance with the approved plans, the Secretary's letters + in general conformity with the Society's rules | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The workmanship + materials used throughout are good. | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| This vessel is a sister vessel to the Sir John French Hull R/T 28387 and the Lord Fisher Hull R/T 28422. | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The amount of Entry Fee | | | | | | | | | | | | | | | | £ 2 - - - | | | | | | | | | | | | | | | | Fees applied for, | | | | | | | | | | | | | | | | 21-5-1915 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Special Survey Fee | | | | | | | | | | | | | | | | £ 16 7 - - | | | | | | | | | | | | | | | | Received by me. | | | | | | | | | | | | | | | | 11/4 1915 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Traveling Expenses, if any £ | | | | | | | | | | | | | | | | 2:9 | | | | | | | | | | | | | | | | 13/15 | | | | | | | | | | | | | | | | yes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State whether the Vessel has been built under Special Survey | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I am of opinion this Vessel should be Classed | | | | | | | | | | | | | | | | 100 A1 Steam Trawler | | | | | | | | | | | | | | | | F. C. Smith | | | | | | | | | | | | | | | | Surveyor to Lloyd's Register of British and Foreign Shipping. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| With, or without Freeboard, as condition of Class | | | | | | | | | | | | | | | | Without | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Committee's Minute | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Character assigned | | | | | | | | | | | | | | | | 100 A1 Steam Trawler | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lloyd's Acc't | | | | | | | | | | | | | | | | + Lho 5.15 | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 76 ft., Bridge ☒ ft., Forecastle WHALEBACK
(in feet and tenths). When the Poop is joined to the B.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 should appear in the Register Book) 1 Dth
Official No. _____; Signal Letters _____ State if Machinery is fitted aft yes.
How are the surfaces preserved from oxidation? Inside Paint & cement Outside Paint.

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

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft, | <div></div> | <div></div> | Fore peak tank, | <div></div> | <div></div> |
| Double bottom, under Engines and Boilers, | | | After peak tank, | | |
| 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 | | | (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.....

* 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.

Order for Special Survey No. 2086
Date 6/4/14
No. 309 in builder's yard.
DATES of Surveys held while building
1914: May 6, 12, 15, 20, 26 Jun 9, 23 Jul 2, 7, 15, 23, 30 Aug 13, 19, 27 Sep 10, Oct 16, 29 Nov 16 Dec 23 1915: Jan 4, 15, 28 Feb 23 Mar 1, 12, 22 May 3
Total No. of Visits 30

Surveyor's Signature

F. C. Smith
Lloyd's Register Foundation