

Received at London Office

No. 13580.

JUNE 18TH 1924

State if Report is also sent on the Machinery of the Vessel

Yes.

20 - 6 - 24.

Port of

Aberdeen.

Date, First Survey

Last Survey

JUNE 18TH 1924

On the (State if Single, Twin, or Triple Screw).

SINGLE SCREW

— "GLEN DERRY." —

Rig KETCH.

TONNAGE under) 727.13

CLASS ✱ 100.A.1.

FEET.

~~Master~~
IN 665657

~~Year of appointment~~

(1) ~~As Master in command of~~
~~owner of present vessel.~~ 19
(2) ~~As Master of this~~
~~vessel.~~ 19

Tonnage Deck...)
De la Tonnage Deck)

Breadth (*greatest moulded*)..... 31·5.

31.5.

Built at Aberdeen.

When built 1924. Launched 19. 5. 24.

By whom built A. Hall & Co^y L^d.

John. Hook + Son, Ltd.

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

Residence Aberdeen.

Port belonging to Aberdeen

Destined Voyage **GULF OF FINLAND.** If Surveyed while Building, Afloat, or in Dry Dock *First Entry.*

REGISTERED as cut on Beam	Feet.	Inches.	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of	Feet.	Inches.	No. of Decks with flat laid	ONE
LENGTH on Deck as per Rule	210	0.	BREADTH—Moulded	31 6.	Do. do. do.	13 8 1/2	52	No. of Tiers of Beams	ONE.
					Moulded depth, ft.	22	ins.	To Bridge Dk. Round of Upper	8 ins.
					Moulded depth, ft.	15	ins.	To MAIN Dk. Dk. Beam, Actual	

Dimensions of Ship per Register, 1900.

FRAMING.

FRAME, Angles, or L Bars amidships

Do. in peaks

Do. in way of Double Bottoms at Solid Floors.

at intermdt. Bkts.

frames from centre to centre

WAY OF ENGINE SPACE.

FRAME 45" APART, SCARPHED ON TO MAIN FRAME

FRAME, Angles. IN BOILER SPACE.

of Double Bottoms at Solid Floors.

UNDER MACHINERY, THRUST & BOILER BEARERS.

at intermdt. Bkts.

Depth of girder

Width and thickness of Floor Plate

Mid line for length amidships

of Engine and Boiler Spaces

ENGINE ROOM.

at the ends of vessel

1/2 the half breadth, as per Rule

Extended at the Bilges

ell. Double Bottoms. + PEAKS.

VERTIGHT.

If flanged (top & bottom).

ing of Solid floors

Y FRAME FORWARD 3 L. AND ON EVERY FRAME IN E. SPACE + THRUST.

DER. in Dbl. bottom. dpth. & thcknss. UNDER ENGINES.

Angles, Top

Bottom

to Floors

as at intermdt. frmg., wdth & thcknss

S. number on each side & thickness

ADDITIONAL INTERCOSTAL UNDER MACHINERY AND FORWARD OF 1/2 L.

state if flanged (top and bottom)

Angles (top and bottom)

to Floors

E. depth (exclusive of flange)

and thickness

Angle to Outside Plating

Floors

at intermdt. frmg., wdth & thcknss

Outside Brackets above at bilge

PLATING, breadth and

ness of Middle Line Strake)

in Engine and Boiler space

Remainder in Holds.

Deck, Single Angle, Bulb

Plate, Tee Bulb, or Channel

Long Bridge

Deck, Single Angle, Bulb

Plate, Tee Bulb, or Channel

Upper edge

Deck, Single Angle, Bulb

Plate, Tee Bulb, or Channel

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* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

W637-0030 $\frac{1}{2}$

WEB FRAMES.		Inches in Ship.	Inches in Ship.	Inches per Rule.	Inches per Rule.	FORGINGS or CASTINGS.		Inches in Ship.	Inches per Rule.
				Or as Approved.	Or as Approved.				Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing						KEEL, Bar, depth and thickness			
" " " brdth. & thickness						STEM, moulding and thickness		$7\frac{1}{2} \times 1\frac{3}{4}$	$6\frac{3}{4} \times 1\frac{5}{8}$
" No. of Side Stringers " "				ONE.		STERN-POST for Rudder do. do.		$5\frac{3}{4} \times 1\frac{3}{8}$	$5\frac{3}{4} \times 1\frac{3}{8}$
WEB-FRAMES, In E. & B. Space, No. & spacing				14×30		" for Propeller		$7\frac{1}{4} \times 5\frac{1}{4}$	$6\frac{3}{8} \times 4\frac{3}{8}$
" " " brdth. & thickness						RUDDER-AxD* Table 22. Speed		UNDER 10 KNOTS	143.
WEB-FRAMES, In After Body, No. and spacing						Main-Piece, diameter at head		$6\frac{1}{2}$	$5\frac{1}{2}$
" " " brdth. & thickness						" " " at heel		$4\frac{1}{4}$	$4\frac{1}{4}$
" No. of Side Stringers " "				$5 \times 3 \times 48$ SINGLE.					
" Size of Face Angles to Web-Frames.....									
BRACKET PLATES to Stringers between									
Web Frames, depth and thickness.....									

BULKHEADS.	Number.	Thickness.	STIFFENERS.				Single or Double Frames.	Height up, state deck.	
			Horizontal.		Vertical.				
	Vessel.	Per Rule.	Inches.	Size.	Spacing.	Inches.	Size.	Spacing.	
W.T.BULKHEADS	4.	4.							
AFTER PEAK N° 9.			$\cdot 30 \cdot 32$	TUNNEL RECESS	$7 \times 3 \times 34$	24.	DOUBLE	$3 \times 3 \times 42$	R.Q.D.
AFTER ENG. RM. 39.			$\cdot 34 \cdot 27 \cdot 29$		$7 \times 3 \times 32$	30.	SINGLE	$3 \times 3 \times 46$	R.Q.D.
FORE ENG. RM. 65.			$\cdot 31 \cdot 36 \cdot 30$	R.Q.D. + M.D.	$5 \times 3 \times 32$	30.	SINGLE	$3 \times 3 \times 40$	M.D.
			$\cdot 26 \cdot 27$		$6 \times 3 \times 31$	30.	SINGLE	$3 \times 3 \times 40$	M.D.
			$\cdot 30 \cdot 39$		$6 \times 3 \times 38$	30.	SINGLE	$3 \times 3 \times 40$	M.D.
			$\cdot 26 \cdot 30$	W.T. FLAT.	$8 \times 3 \times 36$	24.	DOUBLE	$3 \times 3 \times 42$	M.D.
			$\cdot 30 \cdot 36$		$5 \times 3 \times 36$	30.	SINGLE	$3 \times 3 \times 40$	M.D.
			$\cdot 30 \cdot 34$	HATCH CHANNEL	$7 \times 3 \times 34$	30.	SINGLE	$3 \times 3 \times 44$	B.D.

Are the outside Plates doubled two spaces of Frames in length? **FRAMES JOGGLED.**

Are the Sluice Valves and Watertight Doors in efficient working order? **YES.**

RUDDER, how constructed FORGED ROUND BAR. ARMS SHRUNK ON & KEVED.	
" Thickness of Plates or Single Plate .91	
Can the Rudder be unshipped afloat? YES.	
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. ? SIEMENS MARTIN.	
W^m BEARDMORE & CO CARGO FLEET IRON CO	

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		Edges, Ordinary or jogged?	Single or Double.	Breadth of Lap.	RIVETS.	Diam.	Spacing to cr.	BUTTS.						
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.								RIVETS.		STRAPS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.							Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.	
FLAT PLATE KEEL.....	41	49	45	45	41	49	45	2 R.	42	3			3 R. FULL	3	28			72	F.A.A.
GARBOARD OF A Strake	49	39	35	35	49	39	35						3 R. 1/2 L. TO 2 R.					72	FOR 2 L. 1/2 ENDS
State actual thickness in way of Double Bottom.	B	50				50													
	C	50				50													
	D	54		37	30	54													
	E	42				42													
	F	42				42													
	G	52	39	46	42	50		52	39	46	42	39	46	42	39	46	42	39	46
M.D. SHEER H		45	42	39	52	52	35	45	39	42	39	52	52	35	45	39	52	52	35
R.Q.D. J		40	42	45	26	40	42	45	26	40	42	45	26	40	42	45	26	40	42
BRIDGE K		39	40		26	39	40		26	39	40		26	39	40		26	39	40
L																			
M																			
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V																			
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MAIN Upper Deck	Butts, TREBLE riveted for	WHERE EXPOSED length amidship.
Stringer Plate	Straps, single, double or overlapped for	DOUBLE UNDER BRIDGE, FULL length amidship.
R. QUARTER Second Deck	Butts, TREBLE riveted for	1/2 length amidship.
Stringer Plate	Straps, single or overlapped for	DOUBLE AT ENDS FULL length amidship.
BRIDGE DECK STRINGER BUTTS = DOUBLE RIVETED.		

Butts of Side Stringers		
Tie Plates		
Inner Bottom Plating, riveting of Edges	SINGLE	Butts 2 R. TO I. R.
Centre Girder Butts, 3 R. TO 2 R. riveted	MARGIN	CENTRE STRAKE = 2 R.
Keelson Butts, 2 R. riveted		
Frames, riveted through Plates with	3/4	in. Rivets, about 7 DIAMS apart.
Rivets, state whether Iron or Steel	IRON.	

FRAMES extend in one length from **CENTRE LINE TO MARGIN PLATE AND MARGIN PLATE TO DECK.** State if ordinary or jogged **JOGGLED.**

REVERSED FRAMES on floors and frames extend from **CENTRE LINE TO MARGIN PLATE.** State if ordinary or jogged **JOGGLED.**





MASTS, SPARS, &c.											
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	STEEL	50.6	12 x 3/4	12 x 3/4	12 x 3/4	TWO.			2 1/2	3/8
	Main		28.0		12 x 3/4	12 x 3/4	TWO.			3/8	3/8
	Mizen		32.0		12 x 3/4	12 x 3/4	TWO.			3/8	3/8
DERRICK POST											
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds											
Sails.											

FORE = 3 EACH SIDE 3/8 B.B. WIRE. MAIN = 2 EACH SIDE 3/8 B.B. WIRE. Stays FORE = 5 B.B. WIRE. MAIN 4 B.B. WIRE.

DERRICK POST = 2 EACH SIDE 1/2 MILD STEEL RODS.

Sails of

Sails, and the following spare sails.

EQUIPMENT No. 10747.				LETTER M.				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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
39604.	1st Bower ...	23	3	10	STOCKLESS			23	15	2	14.	23	1	0.	TAYLORS TYPE.		C.H. 31-3-24. S.C. PAUL.
39605.	2nd " ...	23	3	6.	"			23	13	3	0.	23	1	0.	" "		" " "
39605	3rd " ...	20	2	2	"			21	3	3	0	20	1	0.	" "		" " "
✓	4th " ...	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Collective weight.	68	0	18	✓			✓	✓	✓	✓	66	3	0.		✓	✓
39611.	Stream	6	0	6	1	2	12	8	5	0	0	6	0	0.	ORDINARY.		C.H. 31-3-24. S.C. PAUL.
	Kedge				✓												

U Patent state Name of Patentee

(Stockless state Mechanical Tests.

Particulars of Drop Test of Cast Steel Anchors, viz. :—
Weight, Surveyor's Initials,
Number of Certificate, Date of Test.

1st Bower
2nd "
3rd "
4th "

CHAIN CABLES.										HAWSERS 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.		Length.	Cir.	Tons.	Cir.
	Fathoms.	Ins.		Supplied.	Per Rule.						Fathoms.	Ins.		Fathoms.	Ins.				
36025.	210.	1 1/2	7.5.5	222.1.17	222.1.17	210	7/8	STUD.	C.H. 16.4.24. S.C. PAUL.	TOWLINE	90	3 1/2	22.	90	3 1/4				
										HAWSERS & WARPS	90	2 1/2	9 1/2	90	2 1/4				
											90	1 1/2	5 1/2	90	1 1/4				
	60	3/2	25			60	3/2	BINKS BROS. LONDON. 2.5.24.											

Boats 2. LIFEBOATS 19'0" x 6'9" x 2'7 1/2" x 1. DINGHY 14'0" Steering Gear, Steam 6" x 6" CARRON & CO Steering Gear, Hand AFT. BY DONKIN.
Pumps, Number 2. TO FORE HOLD BILGE + 1. TO NO. 2. HOLD WELL. Diameter of Barrel 4. State whether they are in efficient working order YES.
Windlass is 8 1/2" x 10. BY CLARKE CHAPMAN. Capstan.
Engine Room Skylights.—How constructed? S. PLATES + ANGLES + S. FLAPS. What arrangements for deadlights in bad weather? STRONG BULLS EYES.
Coal Bunker Openings.—How constructed? S. PLATES + ANGLES. How are lids secured? CLEATS + TARPULINS. Height above deck? 7'0".
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. M.D. = 6 EACH SIDE 2'9" x 1'10" + 3. SCUPPERS. R.Q.D. = 4 EACH SIDE 19 1/2" x 2 SCUPPERS.
Ceiling in Holds, thickness and material 2 1/2" WHITE PINE. Cargo Battens, thickness and material NONE FITTED.
Cargo Hatchways.—How formed? S. PLATES + ANGLES. SIDES + ENDS 44 WITH 7 1/2" x 38 B.A. ON SIDES. Hatches, If strong and efficient? YES. 3 THICK x 11"
State size No. 1 Hatch (Forward) 20'7 1/2" x 20'0" No. 2 Hatch 25'3" x 20'0" No. 3 Hatch 41'3" x 20'0" No. 4 Hatch
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch NO. 1. HATCH = 3. NO. 2. HATCH = 5. NO. 3. HATCH = 7.
No. of Breasthooks ONE No. of Crutches DEEP FLOORS
Bulwarks, height above deck and description M.D. = 4'0". R.Q.D. = 3'3". Main Rail, material and size 7'3" x 38 B.A. AT M + R.Q.D. = 6'3" x 38 B.A. IN WAY OF CASING HOUSES.
The foregoing is a correct description STAYS 7' x 35 B. PLATE NOT MORE THAN 6'0" APART. Surveyor's Signature T. Richardson
Builder's Signature (here only) For ALEXANDER HALL & CO., LTD. Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M. 29.12.23. M. 24.3.24.
M. 28.3.24. M. 12.6.24. GLS. 26.12.23. 28.12.23. 3.1.24. 9.1.24. 17.1.24. M. 12.6.24.

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.)
The vessel has been built under Special Survey, and in accordance with the Secretary's letters, the rules and approved plans for the intended class of 100.A.1.
The materials and workmanship are good.
The Double Bottom, Fore and After Peak Tanks have been filled and tested. Decks, Hatchways and Casings hose tested. Winches, Windlass, Steering Gear + Hand Pumps tried and everything found satisfactory.
The following approved plans are forwarded herewith, viz.:- Midship Section, Profile Deck plans, Tank Top, Bulkheads, Stern + Rudder frames, Hatch plan, Painting arrangements, Pumping plan, together with reports on Stern and Rudder frames, also Topside Shell plating for 1/2 L. amidships

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 £ 5 : 0 : 0 Fees applied for,
The amount of Entry Fee £ 5 : 0 : 0 JUNE 24, 1924.
Special Survey Fee £ 106 : 0 : 0 Received by me, H. M. B. 24
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. (CARGO BATTENS NOT FITTED) T. Richardson
With, or without Freeboard, as condition of Class WITHOUT. Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 4 JUL 1924
Character assigned + 100A1
Wrote Abn
Horn
Large battens not fitted
Lloyd's Assoc. + L.M.B. 6.24
M.B.
Lloyd's Register
W637-0030

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 71.75 ft., R.Q.D. 71.75 ft., Bridge 52.5 ft., Forecastle 22.0 ft. (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 in the Register Book) ONE DECK (STEEL)

Official No. 144817; Signal Letters _____ State if Machinery is fitted aft NO.

How are the surfaces preserved from oxidation? Inside PORTLAND CEMENT AND PAINT. Outside PAINT.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>43.0.</u>	<u>49.</u>	Fore peak tank,	<u>14.0</u>	<u>29.</u>
Double bottom, under Engines and Boilers,	<u>✓</u>	<u>✓</u>	After peak tank,	<u>15.5</u>	<u>87.</u>
Double bottom, if under Engines only,	<u>17.0.</u>	<u>31.</u>	Deep tank, aft,	<u>✓</u>	<u>✓</u>
Double bottom, if under Boilers only,	<u>✓</u>	<u>✓</u>	Deep tank, forward,	<u>✓</u>	<u>✓</u>
Double bottom, forward,	<u>87.5.</u>	<u>113.</u>	Other tanks, if fitted,	<u>✓</u>	<u>✓</u>
Total capacity of double bottom		<u>193.</u>	(If necessary, furnish further information by sketch.)	<u>✓</u>	<u>✓</u>

* 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. YES.

Order for Special Survey No. 1695.

Date 31. 12. 23.

No. 591 in builder's yard.

DATES of Surveys held while building

1924. JAN. 23. 25. 31. FEB. 8. 15. 25. MAR. 3. 10. 15. 21. 25. APR. 1. 4. 11. 15. 23. 24. 28. MAY 6. 7. 14. 15. 16. 19. 20. 23. JUNE. 4. 6. 9. 10. 11. 14. 16. 17. 18.

Total No. of Visits 36

Surveyor's Signature

T. Richardson

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