

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office...
No. 26928

Date of completion of report 26th February 1917 Port of Sunderland
Survey held at Sunderland Date, First Survey 13th April 1916 Last Survey 17th February 1917
On the (State if Single, Twin, or Triple Screw) Single Screw Steamer **LORD BYRON** Rig Schooner

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk.
Total under Upper Dk. 2980.52
Do. of Poop 21.93
Do. of R. & D. Chest Ho. 6.78
Do. of Bridge House 4.80
Do. of Forecastle 40.95
Do. of Houses on Dk. 101.05
Do. of excess of Hatchways 39.41
Do. above Crown of Engine Room...
Gross Tonnage 3200.44
Less Crew Space 119.55
Less above Crown of Engine Room...
TONNAGE FOR FEES 3080.89
Less Engine Room 1024.14
Less other Spaces 121.77
1934.98

CLASS 100 A1 **FEET.**
Breadth (greatest moulded) 46.75
Depth, at middle of length from top of keel to top of upper deck beams at side 26.25
Transverse Number 73.00
Length on deck from fore part of stem to after part of stern post 339.75
Longitudinal Number 124802
Depth "d," at middle of length (See Secs. 2 & 13) 23.25
Proportions—Depth to Length—Upper Deck Beam at side to top of keel 12.94
Long Bridge Deck Beam at side to top of keel 10.00

Master — Robertson
Year of appointment (1) As Master in service of owner of present vessel—1917
(2) As Master of this vessel—1917
Built at Sunderland
When built 1917 **Launched** 25 November 1916
By whom built W. Doreford & Sons L^{rs}
Owners Byron Steamship Co. L^{td}
Managers " " "
(Where necessary to be entered in Reg. Book)
Residence 6 East India Avenue, London E.C.
Port belonging to London

Destined Voyage Boulay via Port Said If Surveyed while Building, Afloat, or in Dry Dock Building & Afloat

Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid One & Bridge	No. of Tiers of Beams One & Bridge
1 Deck	339	9	Moulded	46	9	Do. do. do. do. do.	Second Dk. Beams	23	10 3/8		

of Ship per Register. Length 339.80 breadth 47.00 depth 23.85 Moulded depth, ft. 34 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 11 3/8 ins.
Moulded depth, ft. 26 ins. 3 To Upper Dk.

FRAMING.						PILLARS.					
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.
Angles, or [or] Bars amidships	12	3 1/2	68	12	3 1/2	68	PILLARS, In 'tween Deck, size and spacing				
Angles, or [or] Bars	6 1/2	3 1/2	40	6 1/2	3 1/2	40	" Hold				
Angles, or [or] Bars	6 1/2	3 1/2	36	6 1/2	3 1/2	36	" Quarter 'tween Dks.,				
Angles, or [or] Bars	3 1/2	3 1/2	36	3 1/2	3 1/2	36	" in Hold				
Angles, or [or] Bars	7 1/2	3 1/2	42	7 1/2	3 1/2	42	" " " "				
Angles, or [or] Bars	36	—	—	36	—	—	" " " "				
Angles, or [or] Bars	27	—	—	27	—	—	" " " "				
Angles, or [or] Bars	24	—	—	24	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	3 1/2	3 1/2	36	3 1/2	3 1/2	36	" " " "				
Angles, or [or] Bars	7 1/2	3	40	7 1/2	3	40	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				
Angles, or [or] Bars	—	—	—	—	—	—	" " " "				

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.
WEB-FRAMES, In Fore Body, No. and spacing						KEEL, Bar, depth and thickness			
" " " brdth. & thickness		None				STEM, moulding and thickness		10 x 2 1/2	10 x 2 1/2
" " " No. of Side Stringers						STERN-POST for Rudder do. do.		9 x 6 1/2	9 x 6 1/2
WEB-FRAMES, In E. & B. Space, No. & spacing						" for Propeller		10 x 6 1/2	10 x 6 1/2
" " " brdth. & thickness		Frames increased in line				RUDDER-A x D* Table 22. Speed Under 10 K. Nom. 304.6			
WEB-FRAMES, In After Body, No. and spacing						" Main-Piece, diameter at head		8	8
" " " brdth. & thickness		None				" " at heel		6	6
" " " No. of Side Stringers									
" " " 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.	RUDDER, how constructed	
Vessel.	Per Rule.			Horizontal.	Vertical.				
				Size.	Spacing.	Size.	Spacing.		
				Inches.	Inches.	Inches.	Inches.		
W.T. BULKHEADS	6	6						Cast & built (head, forged in pot, steel)	
A. PK.				38-34 1/2	48	1.3-56	24	Single	Up. 28
A. Hold				34-30	Corrugated	1.1	11		
E. R.				34-30	"	1.1	11		
F. Hold				36-30	"	1.1	11		
.. COLLISION ..				36-30	1.1	11	11		
PARTITION ..				For Corrugated Bkds. per approved plan					
LONGITUDINAL ..				30	1.1	11	11		
B. R.				34-30	1.1	11	11		
Are the outside Plates doubled two spaces of Frames in length?		no							
Are the Hatch Valves and Watertight Doors in efficient working order?		yes							

PLATING.										RIVETING.											
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES, Ordinary or Joggled?				BUTTS.									
		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.	
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Diam.	Spacing.	Diam.	Spacing.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
FLAT PLATE KEEL.....		45	90	64	64	45	90-64	Double	6 3/4	1 1/8	1 1/2	Quad	1 1/8	4 1/2	1 1/8	4 1/2	16	full			
(J Bar Keel, state Riveting.)																					
GARBOARD or A Strake		72	68	44	44		68-50-44	"	6	1	1 1/4	"	1	4	"	4	14	"			
State actual thickness in way of Double Bottom.																					
B "		63	"	"	"		"	"	"	"	"	"	"	"	"	"	"	"	"	"	
C "		63	"	"	"		"	"	"	"	"	"	"	"	"	"	"	"	"	"	
D "		66	"	"	"		"	"	"	"	"	"	"	"	"	"	"	"	"	"	
E "		61	"	"	"		"	"	"	"	"	"	"	"	"	"	"	"	"	"	
F "		70	64	42	42		64-48-42	"	5 1/4	7/8	3 3/4	"	7/8	3 1/2	"	12	"				
G "		69	"	"	"		"	"	"	"	"	"	"	"	"	"	"	"	"	"	
H "		70	"	"	"		"	"	"	"	"	"	"	"	"	"	"	"	"	"	
J "		45	"	"	"		64	"	"	"	"	Quad	"	"	"	"	"	"	"	"	
SHEER K "		45	"	"	"	45	64	"	6	1	1 1/4	"	3 1/8	"	"	9	"				
L "		49	66	"	"		66	"	6	1	1 1/4	Quad	1	4	"	14	"				
Bdg. SHEER M "		45	66	"	"	45	66	"	"	"	"	Quad	1	4	"	14	"				
N "																					
O "																					
P "																					
Q "																					
R "																					
S "																					
T "																					
U "																					
V "																					
W "																					
THICKNESS OF SHEER STRAKE CLEAR OF LONG BRIDGE		45	90	44	44	45	90-48-44					Treble	1 1/8	4 1/2	2 1/2	5 1/2	Double	1 1/2			
DO. OF STRAKE BELOW			70	44	44		70-48-44	Double	6 3/4	1 1/8	1 1/2	Quad	1	4	"	14	full				
DBLG. of Flat Plate Keel																					
" Sheerstrakes		20	0	70	at corners of bridge																
Length and thickness.																					
POOP SIDES			36				36	Double	3	3/4	3	Double	3/4	2 3/8		5	full				
SHORT BRIDGE SIDES																					
FORECASTLE SIDES			38				38	"	"	"	"	"	"	"	"	"	"	"	"	"	

Upper Deck		Butts, Quad riveted for 1/2		length amidship.		Butts of Side Stringers		riveted.	
Stringer Plate		Straps, single, double or overlapped for full		length amidship.		" Tie Plates		riveted.	
Second Deck		Butts, — riveted for —		length amidship.		Inner Bottom Plating, riveting of Edges double & single Butts double & single			
Stringer Plate		Straps, single or overlapped for —		length amidship.		Centre Girder Butts, treble riveted Keelson Butts, — riveted.			
Bridge deck 3/8 overlaps.						Frames, riveted through Plates with 7/8 in. Rivets, about 4 3/4" apart.			
						Rivets, state whether Iron or Steel Iron			

FRAMES extend in one length from Centre girder to tank side thence to SK State if ordinary or joggled Ordinary	
REVERSED FRAMES on floors and frames extend from Centre girder to tank side State if ordinary or joggled Ordinary	
(Bolt Angle framing in holds)	

MASTS, SPARS, &c.											
		Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	RIVETING.		
				At Partners.	Heel.	Hounds.	Head.		Number.	Size.	
LOWER MASTS.....		Fore	Steel 49.9	24 x 40	24 x 40	—	20 x 35	2	—	—	
		Main	51.3	"	"	"	"	2	—	—	
		Mizen.....									
Bowsprit											
Topmasts; Yards and Remainder of Spars		Wood									
Rigging, Material and Size, Shrouds		Steel Wire 4"									
Sails.		None									
		Suit of									
		Sails, and the following spare sails									

EQUIPMENT No. 25786				LETTER V			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.
22672	1st Bower ...	49	1	0	—	—	—	41	18	0	14	48	3	0	Byer's Stockless	—	L.W. 31.7.16 A. 5.
22742	2nd „	48	2	0	—	—	—	41	8	3	0	48	3	0		—	19.9.16
22670	3rd „	41	3	0	—	—	—	36	19	1	14	41	2	0		—	29.7.16
	4th „																
	Collective weight.	139	2	0								139	0	0			
21117	Stream	13	1	0	3	1	7	14	19	1	14	13	0	0	Common	J. Taylor & Sons	Ltd. 27.10.16 L. Hoffman
21118	Kedge.....	6	0	7	1	2	7	8	7	2	0	5	3	0		“	“

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.	Diam.	Stations.	Braking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Length.
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.					Fathoms.	Inch.	Tons.	Fathoms.	Inch.
9770	270	2	100 8/10	72	544.0.19	538.3.0	270	2	Stud Link	J. Taylor & Sons	Feb. 28. 10. 16	TOWLINE	120	4	33	120	4
											L. Hoffman	HAWSERS & WARPS	4-90	2 1/2	12 1/2	4-90	2 1/2
Iron-Stream Chain or Steel Wire	90	Cir.	4 1/2	39	—	—	90	Cir.	4 1/2	Stud Wire							

Boats 2 lifeboats, 2 small.
Pumps, Number 2 Downton
Windlass is Emerson Walker & Thompson's patent Capstan
Engine Room Skylights.—How constructed? Steel
Coal Bunker Openings.—How constructed? Steel coamings
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 3 scuppers in fore well, 4 aft. 8 ports ca. side 2' 9/16" x 2'-0"
Ceiling in Holds, thickness and material 2 1/2" W.P. over lumber & under hatchways
Cargo Hatchways.—How formed? Steel Coamings
State size No. 1 Hatch (Forward) 22'-6" x 18'-0" No. 2 Hatch 30'-0" x 18'-0" No. 3 Hatch 27'-0" x 18'-0" No. 4 Hatch 27'-0" x 18'-0"
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 = 4 webs, No. 2, 3 & 4 = 5 webs, no fore & afters.
Bulwarks, height above deck and description 4' 8" x 2' 5" steel plating
The foregoing is a correct description
Builder's Signature (here only) R. D. Jones
Steering Gear, Steam fitted
Diameter of Barrel 5"
State whether they are in efficient working order yes
Steering Gear, Hand fitted
What arrangements for deadlights in bad weather? Lids & bulls' eyes
How are lids secured? tarpaulins & cleats
Height above deck? 2' 8"
Cargo Battsens, thickness and material 2" W.P.
Hatches, If strong and efficient? yes
No. of Breasthooks 7
No. of Crutches deep floors
Main Rail, material and size 5 x 3 steel
Surveyor's Signature J. Allan
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 8.9.14, 9.9.14, 10.9.14, 16.9.14, 17.9.14, 23.9.14, 25.9.14, 26.9.14, 28.9.14, 29.10.14, 16.11.14, 19.1.17, 22.1.17 and E 9.5.16
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? joggled plating
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? no
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 in accordance with the approved plans & generally in accordance with the Rules.
The bulkheads are built on the corrugated principle, the frame spacing is 36", the Engines are steam turbines, otherwise there are no special features.
The workmanship throughout is good.

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 £ 5 : - : - Fees applied for, 27 FEB 1917
Special Survey Fee.... £102 : - : - Received by me, 3-3-1917 5/3/17
Travelling Expenses, if any £ - : - : -
Certificate to be sent to SUNDERLAND. Date of issue 5/3/17
State whether the Vessel has been built under Special Survey yes
I am of opinion this Vessel should be Classed F 100 A1.
With, or without Freeboard, as condition of Class without
Surveyor to Lloyd's Register of Shipping. J. Allan

Committee's Minute FRI.-2MAR. 1917
Character assigned 100 A1
Lloyd's A & B O.
Lloyd's A & B O.
+ L.M. 2.17
+ R.E. 5.10 reprinted 2.17
+ R.B. 2.17.
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GENERAL REMARKS—(continued).

VE

These particulars

Signal Letters (if

Official Number

1391

No., Date, and Port

Whether British or Foreign Built.

British

Number of Decks

Number of Masts

Rigged ...

Stern ...

Build ...

Galleries ...

Head ...

Framework and

vessel ...

Number of Bulkheads

Number of water

and their capacity

Total to quarter the depth to bottom of keel ...

No. of sets of Engines.

Description

One Geared

No. of Shafts.

Particular

Description

Number ...

Iron or Steel

Loaded Pressure

Under Tonnage

Space or spaces

Turret or Trunk

Forecastle ...

Bridge space

Poop or Break

Side Houses

Deck Houses

Chart House

Spaces for masts

Section 78 (2)

1894 ...

Excess of Tonnage

Gross

Deductions, as

Registered

NOTE 1.—The tonnage

Deck ...

NOTE 2.—The un

Na

Na

Na

Name

No. of Own

Name, Residence

Dated

(830) (71205)

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 28.0 ft., R.Q.D. — ft., Bridge 105.0 ft., Forecastle 39.0 (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) / 1st. (SH)

Official No. 139191 ; Signal Letters —

State if Machinery is fitted aft No

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 Cellular

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	92.5	207	Fore peak tank,	—	69
Double bottom, under Engines and Boilers,	33.0	108	After peak tank,	—	179
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	162.0	455	Other tanks, if fitted, F.W. tank in double bottom	6.0	19
Total capacity of double bottom	—	770	(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 yes

Order for Special Survey No. 5262

Date 27. 11. 16

No. 478 in builder's yard.

DATES of Surveys held while building

1916 Apr. 13. 17. 26 May. 1. 4. 9. 16. 17. 25 Jun. 1. 7. 15. 19. 23. 26 Jul. 4. 21 Aug. 15. Sep. 5. 11. 18. 22. 28 Oct. 3. 12. 18. 28. 30 Nov. 1. 2. 7. 10. 11. 15. 16. 17. 22. 24. 30 Dec. 4. 15. 22. 28 Jan. 5. 10. 18. 22. 23. 24. 29. 31 Feb. 1. 9. 12. 16. 17

Total No. of Visits 56

Surveyor's Signature

J. Allan



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