

No. 41720

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

Date of completion of Report 20th July 1922 Received at London Office

Date, First Survey 26th Sept. 1919. Last Survey 11th February 1922

T.S.S. "CONTE ROSSO"

Rig Sch (2 mot)

CLASS *+100 Ft. with flat*

Филт.

Master

Year of Appointment

(1) As Master in service of
owner of present vessel:—12
(2) As Master of this
vessel..... 12

Built at *Dalmuir*

When built 1922 Launched 10th Feb, 1921

By whom built Wm Beardmore & Co. Ltd.

Owner's *Mass.^o Lloyd Sabando Societa*
Anon. per Azioni

Managers

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

Residence *Genoa*

Port belonging to *Genoa.*

If Surveyed while Building, Afloat, & in Dry Dock Yes

H on Rule	Ft.	Ins.	BREADTH — Moulded .	Ft.	Ins.	DEPTH, ACTUAL — Top of Floors to top of Awning Shelter Dk. Beams Do.	Ft.	Ins.	No. of Decks with flat laid
570	0		74	0		Upper Deck Beams	35	27	4
									No. of Tiers of Beams 4.
of Ship per Register,							58.9		
Length 570.2 breadth 74.2 depth 27.9.							40	0	
Upper Deck.							32	0	
									Round up of Uppermost Dk. Beam, Actual .. 3 ins.

FRAMING.						PILLARS.						KEELSONS AND STRINGERS.									
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.						
Bars, amidships	9	12	3 1/2	50	9	12	3 1/2	50	9	12	3 1/2	50	9	12	3 1/2	50					
Peaks	9	12	3 1/2	50	9	12	3 1/2	50	9	12	3 1/2	50	9	12	3 1/2	50					
Way of Double Bottoms at Solid Floors	3 1/2	3 1/2	50	3 1/2	3 1/2	50	3 1/2	3 1/2	50	3 1/2	3 1/2	50	3 1/2	3 1/2	50	3 1/2	3 1/2	50			
" at intermdt. Bkts.																					
Frames from centre to centre amidships				30					30												
Length to collision bulkhead	27	27	101	101	27	27	101	101	27	27	101	101	27	27	101	101	27	27	101	101	
Frames from centre to centre in peaks	24	24	101	101	24	24	101	101	24	24	101	101	24	24	101	101	24	24	101	101	
FRAME, Angles																					
Way of Double bottoms at Solid Floors	3 1/2	3 1/2	50	3 1/2	3 1/2	50	3 1/2	3 1/2	50	3 1/2	3 1/2	50	3 1/2	3 1/2	50	3 1/2	3 1/2	50	3 1/2	3 1/2	50
" at intermdt. Bkts.																					
Depth of girder	9	10	11	12	9	10	11	12	9	10	11	12	9	10	11	12	9	10	11	12	
Depth and thickness of Floor Plate																					
Mid-line for 1/2 length amidships																					
Way of Engine and Boiler spaces																					
Thickness at the ends of vessel																					
Depth at 1/2 the half-bdth. as per Rule																					
Light extended at the Bilges																					
In Cell Double Bottoms	54	54	48	44	54	54	48	44	54	54	48	44	54	54	48	44	54	54	48	44	
State if flanged (top and bottom)	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
Spacing of Solid	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
GIRDER, in Dbl. bottom, depth & thickness	52	52	60	68	52	52	60	68	52	52	60	68	52	52	60	68	52	52	60	68	
" Angles, Top	8 1/2	8 1/2	56	56	8 1/2	8 1/2	56	56	8 1/2	8 1/2	56	56	8 1/2	8 1/2	56	56	8 1/2	8 1/2	56	56	
" " Bottom	5	5	64	64	5	5	64	64	5	5	64	64	5	5	64	64	5	5	64	64	
" " to Floors	6	6	50	50	6	6	50	50	6	6	50	50	6	6	50	50	6	6	50	50	
Brackets at intermdt. frmg., width & thickness																					
ORDERS, number and thickness	3	3	42	54	3	3	42	54	3	3	42	54	3	3	42	54	3	3	42	54	
" state if flanged (top & bottom)	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
Angles	3 1/2	3 1/2	54	54	3 1/2	3 1/2	54	54	3 1/2	3 1/2	54	54	3 1/2	3 1/2	54	54	3 1/2	3 1/2	54	54	
PLATE, depth (exclusive of flange) and thickness	44	44	60	68	44	44	60	68	44	44	60	68	44	44	60	68	44	44	60	68	
Angles to outside plating	4	4	60	60	4	4	60	60	4	4	60	60	4	4	60	60	4	4	60	60	
" to floors	6	6	3 1/2	50	6	6	3 1/2	50	6	6	3 1/2	50	6	6	3 1/2	50	6	6	3 1/2	50	
Brackets at intermdt. frmg., width & thickness																					
Height of Brackets above at bilge	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
BOTTOM PLATING, breadth and thickness of Middle Line Strake	52	52	60	68	52	52	60	68	52	52	60	68	52	52	60	68	52	52	60	68	
" thickness in Engine and Boiler space	E-60	E-60	B-68	B-68	E-60	E-60	B-68	B-68	E-60	E-60	B-68	B-68	E-60	E-60	B-68	B-68	E-60	E-60	B-68	B-68	
" Remainder in Holds				50				50				50				50				50	
Angles, Top	8	8	44	44	8	8	44	44	8	8	44	44	8	8	44	44	8	8	44	44	
Angles, Bottom	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Floors	8	8	44	44	8	8	44	44	8	8	44	44	8	8	44	44	8	8	44	44	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Middle Line	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Upper Edge	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	any	
Angles, to Lower Edge																					

WEB FRAMES.		Inches in Ship.	Inches in Ship.	Inches per Rule.	Inches per Rule.
WEB-FRAMES, In Fore Body, No. and spacing	2 off in way of Canting Angl.	32	52	32	52
" " " " " " " " " " " "	" " " " " " " " " " " "	32	52	32	52
No. of Side Stringers " " " " " "	Two 32 x 52	32	52	32	52
WEB-FRAMES, In E. & W. Space, No. and spacing	2 off 12' 6"	36	50	36	50
" " " " " " " " " " " "	" " " " " " " " " " " "	36	50	36	50
WEB-FRAMES, In E. & W. Space, No. and spacing	4 off 12' 6"	40	48	30	48
" " " " " " " " " " " "	" " " " " " " " " " " "	40	48	30	48
No. of Side Stringers " " " " " "	3	30	48	30	48
" " " " " " " " " " " "	" " " " " " " " " " " "	30	48	30	48
Size of Face Angles to Web-Frames	4 x 4 x 60	4 x 4 x 60	4 x 4 x 60	4 x 4 x 60	4 x 4 x 60
BRACKET PLATES to Stringers between	30	50	30	50	30
Web Frames, depth and thickness					

BULKHEADS.		Number.	Thickness.	STIFFENERS.		Single or Double Frames.	Height up, state deck.
Vessel.	Per Rule.	Inches.	Inches.	Horizontal.	Vertical.	Inches.	Inches.
W.T. BULKHEADS	9	9					
8 BN & Shelter	N ^o 150	52	36	B.A. 7.5 x 46	30	Single	Shelter
8 th Coll. B.N.							
4 Bridge & 2 nd 2 nd							
" COLLISION "	N ^o 223	54	42	B.A. 12.5 x 36	24	"	Deck
PARTITION	" 4 th Deck 25	32	42	B.A. 10.5 x 36	24	Double	Shelter
LONGITUDINAL							

Are the outside Plates doubled two spaces of Frames in length? *No. Brackets fitted*

Are the Shut-Valves and Watertight Doors in efficient working order? *Yes.*

FORGINGS or CASTINGS.		Inches in Ship.	Inches per Rule.
KEEL, Bar, depth and thickness	Flat Plate Keel		
STEM, moulding and thickness	11 1/2 x 3 1/4	11 1/2 x 3 1/4	11 1/2 x 3 1/4
STERN-POST for Rudder do. do.	Cast Steel on plan		
" " " " " " " " " " " "	app ^d Plan		
RUDDER-A x D	Table 22. Speed 20 knots	Balanced type	
" " " " " " " " " " " "	18" x 4" on plan		
" " " " " " " " " " " "	app ^d plan		

RUDDER, how constructed *Cast Steel Frame & side plating*

Thickness of Plates *Single Plate 1/40*

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 Straps, Plating, &c.?

Messrs. Steel Works, Steel & Iron Works, Scotland David Colville & Sons - Wm. Beardmore Open Hearth Process

Has the Steel been tested as required by the Rules? *Yes.*

PLATING.		AS IN SHIP.		PER RULE OR AS APPROVED.	
STRAKES.		AMIDSHIP.		AMIDSHIP.	
		Breadth.	Thickness.	Breadth.	Thickness.
FLAT PLATE KEEL	(1) Bar Keel, state riveting.	52	1.22	52	1.22
GARBOARD or A Strake			.80		.80
B "			.80		.80
C "			.80		.80
D "			.80		.80
E "			.80		.80
F "			.80		.80
G "			.76		.76
H "			.76		.76
J "			.76		.76
K "			.76		.76
L "			.76		.76
M "			.76		.76
N "			.76		.76
O "			.76		.76
P "			.78		.78
Q "		61	.86	61	.86
R "					
S "					
T "					
U "					
V "					
W "					

RIVETING.		EDGES.		BUTTS.	
STRAKES.		AMIDSHIP.		AMIDSHIP.	
		Breadth.	Thickness.	Breadth.	Thickness.
FLAT PLATE KEEL	(1) Bar Keel, state riveting.	52	1.22	52	1.22
GARBOARD or A Strake			.80		.80
B "			.80		.80
C "			.80		.80
D "			.80		.80
E "			.80		.80
F "			.80		.80
G "			.76		.76
H "			.76		.76
J "			.76		.76
K "			.76		.76
L "			.76		.76
M "			.76		.76
N "			.76		.76
O "			.76		.76
P "			.78		.78
Q "		61	.86	61	.86
R "					
S "					
T "					
U "					
V "					
W "					

Butts, 3R riveted for full length amidship.

Stringer Plate (Straps, single, double or overlapped for full length amidship.

Upper Deck (Butts, 2R riveted for full length amidship.

Stringer Plate (Straps, single or overlapped for full length amidship.

Stringer plate 2R riveted for full " "

overlapped " " " "

Butts of Side Stringers

Tie Plates

Inner Bottom Plating, riveting of Edges Double Butts

Centre Girder Butts, riveted. Keelson Butts,

Frames, riveted through Plates with 1. in. Rivets, about 6'

Rivets, state whether ~~iron~~ Steel

FRAMES extend in one length from Centre line to Margin & from Margin to (C) Deck. State if ordinary or joggled *joggled*

REVERSED FRAMES on floors and frames extend from Centre line to Margin Double in E & W spaces. State if ordinary or joggled *joggled*

MASTS, SPARS, &c.		DIAMETER AND THICKNESS.		No. of Plates in round.		ANGLES.		RIVETING.	
Material.	Total Length.	At Partners.		Heel.		Number.		Seams.	
		Heel.		Hounds.		Size.		Butts.	
LOWER MASTS									
Fore	Steel 142-6	30 x 48	27 x 44	25 x 40	8 x 22	Two.		Single	Full
Main	" 138-6	" "	" "	" "	" "	"		"	"
Mizen	"	"	"	"	"	"		"	"
Bowsprit									
Topmasts, Yards and Remainder of Spars									
Rigging, Material and Size, Shrouds	S.W. 60 H. Minimal 3/4 SW Foremast.					Stays 4" x 3 1/2" S.W.			
Sails.	Suit of					Sails, and the following spare sails			

EQUIPMENT No. 732

Number of Anchors. Weight.

1st Bower 140

2nd " 138

3rd " 126

Collective weight 399

Stream 44

Kedge 24

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

Number of Certificate. Length and Size supplied. Length. Diam. Status.

538 15 3 145

509 150 3 "

519 165 3 "

Chain Stream 75 14 55

Chain 75 13 1/4 "

Boats 42. Lifeboats 4

Pumps, Number Four

Windlass is Steam

Engine Room Skylights

Coal Bunker Openings

Number of Scuppers, and number in Holds, thickness of Hatchways. How for

Plate size No. 1 Hatch (Forward)

Number of Web Plates, Shift

ulwarks, height above deck

the foregoing is a correct description

Builder's Signature (here only)

Correspondence.—State date

Sa Secy's letter

Workmanship. Are the butts

the riveted work properly cl

are the liners between the fra

to plate, &c., conform well

from the faying surfaces?

are the butts of Plating, String

have all the upper and weather

have all the gutterways been tes

General Remarks (State qual

This Steel Sw. Sc.

Plans, Secutary's

contemplated

All the Double

required by the R

The requirements

Before leaving the

coated & found

State of build

10 Forging Reports

been forwarded.

connection with the

lease note this

amount of Entry Fee

Special Survey Fee

Travelling Expenses, if any

Freeboard Fee

whether the Vessel has been b

of opinion this Vessel should

or without Freeboard, as cond

Committee's Minute

Character assigned

cord date of

2,22.



Lloyd's Register Foundation

EQUIPMENT No. 73207 LETTER 2+										ANCHORS.									
Plate	Kil	Inches per R. Or as Appro.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQ. 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.			
34	✓	11 1/2 x 3 1/2	64	1st Bower	140	2	22	Stockless	81	6	1	0	✓	118	0	0	Taylor & Dredge	S. Taylor & Sons	27/1/21 H. Green
34	✓	11 1/2 x 3 1/2	64	2nd "	138	1	6	"	80	13	3	0	✓	118	0	0	"	"	"
34	✓	11 1/2 x 3 1/2	64	3rd "	120	0	0	"	74	15	0	0	✓	100	0	0	"	"	"
				Collective weight	399	0	0							336	0	0			
285	✓		285	Stream	44	2	10	Stockless	39	0	1	7	✓	44	2	0	"	"	Sept 9/9/20 Daysdale
287	✓		287	Kedge	24	0	24	"	24	1	3	14	✓	23	3	0	"	"	10/9/20 "

Particulars of Drop Test of Cast Steel Anchors, viz.:—
 Weight, Surveyor's Initials, Number of Certificate, Date of Test.
 1st Bower ✓
 2nd " ✓
 3rd " ✓

CHAIN CABLES.													HAWSERS AND WARPS.					
Number of Certificate.	Length and Size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Fathoms 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.	Fathoms and size per Table 31.		
	Length.	Diam.	Status.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	Length.
538	15	3	145 5/8	247 1/2	69 3/16	26 1503 0-0	330	3	Stock	H. Hingley & Sons	Kilbuckton 31/1/21 Green	TOWLINE SW.	140	7 1/2	✓	140	7 1/2	
509	150	3	"	"	686 3/16	"	"	"	"	"	"	"	140	7 1/2	✓	140	7 1/2	
519.	165	3	✓	✓	754 2/16	✓	"	"	"	"	"	"	140	7 1/2	✓	140	7 1/2	
519.	330	3	✓	✓	1511 2/16	✓	"	"	"	"	"	"	140	7 1/2	✓	140	7 1/2	
519.	75	1 1/4	55 1/2	77 1/2	116 2/16	231 2-0	150	13 1/4	"	"	"	"	20 1/2	8	✓	20 1/2	8	
519.	75	1 3/4	"	✓	117 1/16	"	"	"	"	"	"	"	20 1/2	8	✓	20 1/2	8	

Steering Gear, Steam by Brown Bros. Steering Gear, Hand by Williams & Jennings.
 Diameter of Barrel 5" ✓ State whether they are in efficient working order Yes
 Capstan (2) Steam by Napier Bros.
 What arrangements for deadlights in bad weather? Steel plates & angles. Height above deck? ✓
 Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 scuppers each side 2 buets. 14 freeing ports 30" x 15" each side
 Filling in Holds, thickness and material 2 1/2" W.P. over bulges only
 Cargo Hatchways.—How formed? Steel plates & angles.
 No. 1 Hatch (Forward) 16' 0" x 12' 0" No. 2 Hatch 17' 6" x 14' 0" No. 3 Hatch 12' 6" x 14' 0" No. 4 Hatch 15' 0" x 14' 0"
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1. 2 x 4 3 buets. No. 3 x 5 2 buets. No. 4 x 6 2 buets.
 No. of Breasthooks Eight No. of Crutches Deep Floors
 Main Rail and Stays, material and size 12 x 3 1/2 Teak.
 Surveyor's Signature R.D. Cairns.
 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)
 Sa Secy's letters of various dates.
 Workmanship. Are the butts of plating planed or otherwise fitted? planed.
 Are 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
 Are the rivet holes well and sufficiently countersunk in the plate and punched
 Do any rivets break into or through the seams or butts of the plating? a few
 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.) Workmanship good throughout.
 This Steel Lw. Sc. Seared Lubliner Steamer has been built in accordance with the approved Plans, Secretary's letters of various dates & in general conformity with the Rules for the Class contemplated.

All the Double bottom tanks, Peak tanks, Deep tanks & fuel oil tanks have been tested as required by the Rules with the varying heads of water as laid down therein & found satisfactory. The requirements of Section 49 of the Rules have been complied with.
 Before leaving the vessel was placed in Dry Dock, the bottom & Rudder cleaned examined & found in good condition, in view of this the vessel in my opinion might have sailed 2-1922.
 10 Forging Reports & 46 Approved Plans herewith, Copy of Midship Section as built has already been forwarded. It is requested that the approved Plans be returned to this Office for use in connection with the Sister vessel N° 612.
 Please note this vessel has lost a Cruiser Stern

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.
 Amount of Entry Fee £ 12 : 0 : 0 Fees applied for, 8. 2. 1922
 Special Survey Fee £ 550 : 4 : 3 Received by me, 10. 2. 1922
 Travelling Expenses, if any £ 15 : 0 : 0
 Freeboard Fee 15 0 0
 Whether the Vessel has been built under Special Survey Yes.
 Of opinion this Vessel should be Classed +100 R. with fbd fitted for oil
 Without Freeboard, as condition of Class With
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 28 FEB 1922
 Character assigned :- 100 R.
 With fbd
 2,22.
 Lloyd's A+C
 + LMC 2,22 70
 Fitted for oil fuel 2,22 70 above 150° F.
 cord date of build 2,22.

GENERAL REMARKS—(continued).

pt. 4a.

Date of writing Reg.
No. in Survey
Reg. Book.
on the

Master
Engines made a
Boilers made a
Registered Hors
Shaft Horse Pow

URBINE E
Diameter of Rotor
Diameter of Journa
Diameter of Wheel S
Width of Face 50
No. of Screw Shafts
No. of Blades 4
Thickness at Bottom

ARTICULAR

1ST EXPANSION
2ND
3RD
4TH
5TH
6TH
7TH
8TH
No. and size of Feed
No. and size of Bilge
No. and size of Bilge
No. of Bilge Injections
Are all the bilge suction
Are all connections wi
Are they fixed sufficien
Are they each fitted wi
What pipes are carried
Are all Pipes, Cocks, V
Are the Bilge Suction
Is the Screw Shaft Tun

OILERS, &c.
Total Heating Sur
Working Pressure
Can each boiler be work
Each boiler 35 spm
Smallest distance betwe
Thickness 1 1/2"
ong. seams triple

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29.0 ft., R.Q.D. ✓ ft., Bridge 300.0 ft., Forecastle 105.0 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 as should appear in the Register Book) 4 Dth Sd & Bridge 8th Sd Sak. S.

Official No. ✓ ; Signal Letters ✓ State if Machinery is fitted aft No.
How are the surfaces preserved from oxidation? Inside Cement, Bitumastic 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,	97.6	242.	Fore peak tank,		88
Double bottom, under Engines and Boilers, ✓			After peak tank,		96.
Double bottom, if under Engines only,	52.6	218.	Deep tank, aft, } N ^o 1. 676 N ^o 2 1003		
Double bottom, if under Boilers only,	70.0	465	Deep tank, forward, } N ^o 3. 874 N ^o 4 865 N ^o 5 693.		4111
Double bottom, forward,	171.0	543	Other tanks, if fitted,		
Total capacity of double bottom		1468	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 891.0
Total length 483.0 x 11.0 = 5313' from plan

State whether the above have been tested as required by the Rules. Geo.

Order for Special Survey No. 5333

Date 19. 1. 1920.

No. 611 in builder's yard.

DATES of Surveys held while building

1919 Sep 26 Oct 1. 14. 21. 29 Nov 4. 11. 19 Dec 1. 3. 8 1920 Jan 13. 15. 20. 29 Feb 10. 13. 17. 19. 24 Mar 2. 9. 16. 22. 25. 30 Apr 6. 8. 15. 22. 27 May 14. 20. 25 Jun 1. 10. 16. 23. 29 July 6. 8. 13. 15 Aug 2. 6. 10. 13. 17. 19. 26. 31 Sep 4. 13. 17. 21. 23. 30 Oct 11. 14. 19. 20. 21. 26. 28. 29 Nov 2. 3. 10. 12. 15. 20. 24. 25. 26 Dec 1. 8. 15. 21. 23. 30 1921 Jan 12. 14. 17. 18. 19. 21. 25. 27. 28 Feb 3. 6. 22 Mar 1. 7. 8. 17. 24 Apr 7. 14. 18. 19. 22. 27 May 2. 10. 24. 26 Jun 13. 20. July 6 Aug 6 Sep 13. 15. 16. 22. 30 Oct 5. 7. 10. 17. 18. 21 Nov 11 Dec 6. 12. 15. 26. 27 (1922) Jan 10. 30 Feb 1. 10. 11. 10. 11.

Surveyor's Signature A.D. Cairns



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