

GENERAL REMARKS—(continued).

The vessel has proceeded to L'Orient (France) for the completion of joiner work & other details. The approved plans (33 in number) are enclosed which should be returned to this office for the construction of the duplicate vessel. S/S "Servia" No 586. A General Arrangement Profile of the vessel (as built) will be forwarded when received from the Builders.

The gangway & the cargo port doors between C' & D' decks were tested & found to be water tight.

The built ash & rubbish shoots which extend from the L.V.L. to the bulkhead (D') were filled with water & found to be satisfactory.

Damage:- When leaving the Ramsden Dock, Barrow-in-Furness on 23rd March 1918 for the trial trip, the vessel collided with the quay wall at the dock entrance damaged the port propeller. On examination of the interior of the vessel, at the after end on the port side, it was found that one frame, at the after end of No. 7 hatch between E' & F' decks was slightly buckled & one corner chock on F' deck was broken. It is recommended that the vessel be placed in dry dock for further examination.

To complete the Special Survey:- Both the Forward & the After peak Hand Pumps to be tested. Deep Ballast Tank in No. 2 Hold:- Relief valves & connections at L.V.L. to be completed. The W. covers on E' deck to be made satisfactory. The crown of the tank at the after end in way of valve rods to be made water tight. The scuppers on both sides, draining the tank tops, which pass through the deep tank & empty into No. 3 hold bilges, to be made water tight. The deep ballast tank to be retested on the completion of the above.

Water-tight doors:- The hand gearing of all the doors between D' & E' decks to be tested, with the exception of the door on No. 34 bulkhead & the door on the port side of No. 64 bulkhead. Stone-Lloyd W.S. doors:- No. 3, 5 & 7 doors to be retested (lap not satisfactory). No. 4 door between E' & F' decks to be tested.

All the hand gearing to the Stone-Lloyd doors to be tested with the exception of No. 8 door (No. 34 bulkhead). All W.S. door gearing to be eased in as found necessary. Hatches:- The battening of the after end of No. 5 hatch on B' deck & the fore end of No. 6 hatch on C' deck to be made satisfactory. The after battening cleat of the port side of No. 5 hatch to be renewed & one to the opposite hand fitted. The forward battening cleat of No. 6 hatch on the starboard side to be renewed & one to the opposite hand fitted.

On the trial trip a slight leak was discovered in the shell on the starboard side of No. 1 hold, in way of the launching eye-plate, between the upper framing stringer & E' deck:- To be overhauled & made satisfactory.

The Register Tonnage to be verified on completion. Freeboard:- As the question of the 3rd Class Accommodation below E' deck has not yet been decided by the Owners, the present assignment may be only of a temporary nature.

Pumps:- The emergency bilge pump in the Boiler Room, which is fitted in lieu of hand pump to be seen under working conditions.

E.P. Bulkhead:- Hole, 2 1/2" dia in lowest 'hoten' decks to be filled up.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.O.D. ft., Bridge ft., Forecastle ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. Boat Deck = 184'0". A' Deck = 184'0". B (Bridge) Deck = 4'0". 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). 2 D^{ns} (Sth). Shelter Dⁿ (Sth pt. v. S). Upper Shelter Dⁿ (Sth v. S). Lower Dⁿ (Sth) in aft & after holds. Official No. 143730; Signal Letters. State if Machinery is fitted aft No. How are the surfaces preserved from oxidation? Inside Oil Fuel D.B. = Mineral oil only. Outside Paint. Bilges = Cement. E.P. Bilges = Bitumastic.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	133'4"	35'8"	Fore peak tank,	—	—
Double bottom, under Engines and Boilers,	138'8"	905'8"	After peak tank,	—	—
Double bottom, if under Engines only,	—	—	Deep tank aft, No. 2 hold (Outside Tunnels) {Starboard 48'0" 187 Port 48'0" 187	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward, {Starboard 46'11" 1628 Port 46'11" 1628	—	—
Double bottom, forward,	250'5"	1337'5"	Other tanks, if fitted, Oil Fuel Bunkers {Starboard 24'0" 516 Port 24'0" 516	—	—
Total capacity of double bottom	—	1559'1"	(If necessary, furnish further information by sketch.)	—	—

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 1918:- Dec. 4, 9, 10, 11, 16, 18, 1919:- Jan. 6, 8, 9, 15, 17, 20, 28, 30, 31, Feb. 4, 5, 7, 10, 13, 18, 20, 21, 24, 27, Mar. 4, 7, 10, 13, 20, 21, 25, 28, Apr. 4, 7, 8, 10, 17, 29, 30, May 5, 7, 8, 9, 12, 19, 20, 23, 26, 27, 28, 30, Jun. 3, 12, 17, 18, 23, 25, 26, 30, July 3, 4, 7, 8, 11, 15, 18, 21, 22, 23, 30, 31, Aug. 12, 13, 14, 15, 18, 19, 20, 27, Dec. 1, 4, 5, 6, 9, 10, 11, 12, 15, 17, 19, 20, 22, 1920:- Jan. 5, 7, 9, 12, 14, 15, 20, 21, 22, 24, 26, 28, 29, 30, Feb. 3, 11, 17, 19, 23, 24, 26, 27, Mar. 2, 3, 5, 9, 10, 12, 16, 18, 22, 23, 29, 31, Apr. 8, 27, 28, May 8, 12, 14, 25, 31, Jun. 7, 8, 10, 12, 16, 17, 19, 23, 28, July 1, 5, 9, 14, 22, 28, Aug. 10, 11, 13, 14, 17, 18, 20, 23, 28, Sep. 3, 7, 10, 13, 15, 27, Oct. 6, 13, 18, 19, 22, 25, 28, Nov. 5, 10, 16, 18, 23, Dec. 1, 7, 15, 18, 22, 1921:- Jan. 4, 5, 11, 13, Feb. 1, 4, 11, 14, 23, 25, 26, 28, Mar. 1, 3, 4, 9, 10, 14, 15, 17, 18, 19, 21, 22, 23, 24.

DATES of Surveys held while building

Date 29th Nov. 1918

No. 493 in builder's yard.

Total No. of Visits 25

Surveyor's Signature

Thomas S. Shute

Lloyd's Register Foundation