

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office THU. 20 FEB. 1919

Date of completion of report 23rd January 1919 Port of Bilbao No. 5321
Survey held at Gijon (Spain) Date, First Survey 23rd July 1917 Last Survey 10th January 1919

On the (State if Single, Twin, or Triple Screw) SINGLE SCREW STEAMER "GLORIA" Rig Schooner

CLASS LLOYD'S 10071. F.B.T. Master FELIPE BASAURI

Year of appointment (1) As Master in service of owner of present vessel: 1919 (2) As Master of this vessel: 1919

Built at GIRON (SPAIN) When built 1918-19 Launched

By whom built SOC. ANON. ASTILLEROS RIERA

Owners MACLENNAN & YARBOROUGH

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

Residence GRAN VIA 34 Bilbao

Port belonging to BILBAO

Destined Voyage United Kingdom If Surveyed while Building, Afloat, or in Dry Dock While building on the stocks at Gijon Spain

Ship per Register, Length 120'0" breadth 22'0" depth 9'9"

FRAMING. TO MAIN DECK TO R. & Q. DECK

of Double Bottoms at Solid Floors... at intermdt. Bkts.

frames from centre to centre amidships from } 533

" " " length to Collision bulkhead } 533

FRAME, Angles... 65 65 5.5 65 65 5.5

of Double Bottoms at Solid Floors... 65 65 10 65 65 10

" " " at intermdt. Bkts. 100 120 100 120

depth of girder 367 7-63 367 7-63

length and thickness of Floor Plate } 367 10-16.8 367 10-16.8

at mid-line for 1/2 length amidships } 367 8-63.5 367 8-63.5

of Engine and Boiler Spaces 6-60 6-60

less at the ends of vessel 367 367

at 1/2 the half breadth, as per Rule 367 367

extended at the Bilges 367 367

Cell, Double Bottoms

state if flanged (top & bottom)

spacing of Solid floors 447 9-14 447 9-14

IRIDER, in bottom, dpth. & thcknss. 120 80 10 120 80 10

" Angles, Top 80 80 7 80 80 7

" " Bottom 75 75 10 75 75 10

" " to Floors 75 75 10 75 75 10

sockets at intermdt. frmg., width & thcknss. ONE 7-11 ONE 7-11

DECKERS, number on each side & thickness 80 80 7 80 80 7

" state if flanged (top and bottom) 65 65 5.5 65 65 5.5

" Angles (top and bottom) 65 65 5.5 65 65 5.5

" " to Floors 65 65 5.5 65 65 5.5

PLATE, depth (exclusive of flange) and thickness

" Angle to Outside Plating

" " Floors

sockets at intermdt. frmg., width & thcknss.

height of Outside Brackets above at bilge

BOTTOM PLATING, breadth and thickness of Middle Line Strake

" in Engine and Boiler space

Remainder in Holds

Upper Deck, Single Angle, Bulb } 140 70 10 140 70 10

Angle, Plate, Tee Bulb, or Channel } 100 80 9 100 80 9

In way of Long Bridge } 533 533

Spacing } 80 60 8 80 60 8

Second Deck, Single Angle, Bulb } 533 533

Angle, Plate, Tee Bulb, or Channel } 150 90 10 135 90 11

Spacing } 140 70 10 140 70 10

Third and Fourth Deck, Single Angle, Bulb } 140 70 10 140 70 10

Angle, Plate, Tee Bulb, or Channel } 533 533

Spacing } 90 75 9 90 75 9

Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel } 533 533

Angles on upper edge } 100 80 9 100 80 9

" " " 533 533

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel } 533 533

Angles on upper edge } 533 533

" " " 533 533

Spacing } 533 533

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel } 533 533

Angles on upper edge } 533 533

" " " 533 533

Spacing } 533 533

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel } 533 533

Angles on upper edge } 533 533

" " " 533 533

Spacing } 533 533

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel } 533 533

Angles on upper edge } 533 533

" " " 533 533

Spacing } 533 533

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel } 533 533

Angles on upper edge } 533 533

" " " 533 533

Spacing } 533 533

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel } 533 533

Angles on upper edge } 533 533

" " " 533 533

Spacing } 533 533

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel } 533 533

Angles on upper edge } 533 533

" " " 533 533

Spacing } 533 533

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel } 533 533

Angles on upper edge } 533 533

" " " 533 533

Spacing } 533 533

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 46'0" ft., Bridge 8'75" ft., Forecastle 21'0" ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Planked quarterdeck joined to bridge deck.*

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 Steel & 1 Tier of Beams.*

Official No. ☒; Signal Letters ☒

State if Machinery is fitted aft *Yes.*

How are the surfaces preserved from oxidation? Inside *Three coats of paint* Outside *Three coats of paint.*
Inner surface of bottom from ledge to ledge covered by cement as per Rules.

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,			Fore peak tank,	19'0"	19
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 *Yes.*

Fore peak tank tested to Rule requirements and found satisfactory.

Order for Special Survey No. ☒

Date *4th May 1917*

No. *2* in builder's yard.

DATES of Surveys held while building

23-7-17, 24-7-17, 3-9-17, 4-9-17, 30-9-17, 27-10-17, 26-11-17, 20-12-17, 21-12-17, 26-2-18, 6-5-18, 7-5-18, 17-6-18, 24-6-18, 26-8-18, 31-8-18, 5-9-18, 5-10-18, 6-10-18, 3-12-18, 4-12-18, 27-12-18, 28-12-18, 8-1-19, 9-1-19, 10-1-19.

Total No. of Visits *26*

Surveyor's Signature

[Signature]
A. de Baren