

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office MON. SEP. 9. 1918

Date of completion of report August 26th 1918 Port of Newcastle
Survey held at Walker Date, First Survey Sept 17th 1917. Last Survey August 15th 1918.

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

TONNAGE under 4701.40

Tonnage Deck 151.37

Do. between Tonnage Dk. and 3rd and 4th Dk. 354.67

Total under Upper Dk. 4701.40

Do. of Poop 106.67

Do. of Bridge House 4.42

Do. of Forecastle 41.37

Do. of Houses on Dk. 2.31

Do. of excess of Hatchways

Do. above Crown of Engine Room 5562.01

Gross Tonnage 218.15

Less Crew Space 5343.86

Less above Crown of Engine Room 1779.84

TONNAGE FOR FEES 91.67

Less Engine Room

Navigation Spaces

CLASS + 100 A.I.

Breadth (greatest moulded) 52-0

Depth, at middle of length from top of keel to top of upper deck beams at side 31-0

Transverse Number 83

Length on deck from fore part of stem to after part of stern post 400

Longitudinal Number 33200

Depth "d," at middle of length (See Secs. 2 & 13) 12.9

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 10.83

Long Bridge Deck Beam at side to top of keel

Master J. D. Keshitt

Year of appointment

Built at Walker on Tyne

When built 1918 Launched June 7th 1918

By whom built Messrs. W. G. Armstrong

Owners His Majesty's Representative of the Shipping Controller

Managers British Tankers Co. Ltd.

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

Residence London

Port belonging to London

Net Tonnage 3472.35 Destined Voyage Not Known If Surveyed while Building, Afloat, or in Dry Dock special

Length on Deck 400 0 Breadth 52 0 Depth, Actual—Top of Floors to top of Upper Dk. Beams 28 5 3/4

Moulded depth, ft. 31 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 ins.

Dimensions of Ship per Register, Length 400 breadth 52.4 depth 28.4 Moulded depth, ft. 31 ins. 0 To Upper Dk.

FRAMING. In fore & after holds Bars amidships 8 3 38 8 3 38

Do. in peaks 8 3 38 8 3 38

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 40 3 1/2 3 1/2 40

Spacing of Frames from centre to centre amidships 26 26

length to Collision bulkhead 24 24

in peaks 24 24

EVERSED FRAME, Angles 3 1/2 3 1/2 40 3 1/2 3 1/2 40

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 40 3 1/2 3 1/2 40

at intermdt. Dkts.

RAMING, depth of girder 36 36

LOOKS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships 26 26

in way of Engine and Boiler Spaces 43 43 40 43 43 40

thickness at the ends of vessel 3 3 40 3 3 40

depth at 1/2 the half breadth, as per Rule 36 36

height extended at the Bilges 36 36

LOORS in Cell. Double Bottoms 36 36

state if flanged (top & bottom) 26 26

Spacing of Solid floors 43 43 40 43 43 40

CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss. 3 1/2 3 1/2 48 3 1/2 3 1/2 48

Angles, Top 6 6 58 4 4 58

Bottom 3 1/2 3 1/2 40 3 1/2 3 1/2 40

to Floors 3 1/2 3 1/2 40 3 1/2 3 1/2 40

Brackets at intermdt. frmg. width & thcknss. 36 36

SIDE GIRDERS, number on each side & thickness 36 36

state if flanged (top and bottom) 3 1/2 3 1/2 40 3 1/2 3 1/2 40

Angles (top and bottom) 3 3 40 3 3 40

to Floors 3 3 40 3 3 40

MARGIN PLATE, depth (exclusive of flange) 40 40 48 40 40 48

and thickness 4 4 48 4 4 48

Angle to Outside Plating 3 1/2 3 1/2 40 3 1/2 3 1/2 40

Floors 3 1/2 3 1/2 40 3 1/2 3 1/2 40

Brackets at intermdt. frmg. width & thcknss.

Height of Outside Brackets above at bilge 43 43 40 43 43 40

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake 100 100 48 100 100 48

in Engine and Boiler space 44 44 36 44 44 36

BEAMS, Upper Deck, Single Angle, Bulb Angle Plate, Tee Bulb, or Channel 9 3 1/2 46 9 3 1/2 46

In way of Long Bridge 26 26

Spacing 10 3 1/2 44 10 3 1/2 44

BEAMS, Second Deck, Single Angle, Bulb Angle Plate, Tee Bulb, or Channel 26 26

Spacing 26 26

BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel 9 3 1/2 46 9 3 1/2 46

Angles on upper edge 52 52

Spacing 52 52

BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 9 3 1/2 46 9 3 1/2 46

Angles on upper edge 26 26

Spacing 26 26

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 9 3 1/2 46 9 3 1/2 46

Angles on upper edge 26 26

Spacing 26 26

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 9 3 1/2 46 9 3 1/2 46

Angles on upper edge 26 26

Spacing 26 26

BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 9 3 1/2 46 9 3 1/2 46

Angles on upper edge 26 26

Spacing 26 26

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 9 3 1/2 46 9 3 1/2 46

Angles on upper edge 26 26

Spacing 26 26

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 9 3 1/2 46 9 3 1/2 46

Angles on upper edge 26 26

Spacing 26 26

PILLARS. In 'tween Deck, size and spacing

Hold " " "

Quarter 'tween Dks " " "

in Hold AFTER 4 1/2 52 4 1/2 52

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plates above

floors, Through Plate, or Intercoastal Plate

Rider Plate

Flat Plate Keel Angles

Horizontal Plates on Floors

Angles or Bulb Angles

SIDE KEELSONS, Number

Angles or Bulb Angles

Plate above floors for length

Intercoastal Plate for length

Attached to outside Plating with Angle

BILGE KEELSON, Angles

Intercoastal Plate for length

Attached to outside Plating with Angle

SIDE STRINGERS, Number

Angle

Intercoastal Plate, for length

Attached to outside plating with Angle

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) 69 x 70 1/2 4 1/2 4 1/2 80 bridge each

br'dth & thickness 69 1/4 69 1/4 1/4

(in way of Bridge) 6 x 6 1/2 6 x 6 1/2 1/2

Angle (clear of Bridge) 70 1/2 70 1/2 1/2

Tie Plate at sides of Hatchways 70 1/2 70 1/2 1/2

Deck * Iron or Steel, for full lng. 70 1/2 70 1/2 1/2

Thickness (clear of Bridge) 36 1/4 36 1/4 1/4

(in way of Bridge) 36 1/4 36 1/4 1/4

Wood Deck, Material & thickness 45 1/4 45 1/4 1/4

Second Deck Stringer Plate, br'dth & thickness 3 1/2 3 1/2 44 3 1/2 3 1/2 44

Angles on ditto, No. Two 3 1/2 3 1/2 44 3 1/2 3 1/2 44

Tie Plates outside Hatchways 30 30

Deck * Iron or Steel, for full lng. 30 30

Wood Deck, Material & thickness

Third Deck Stringer Plate, br'dth & thickness

Angles on ditto, No.

Tie Plates, outside Hatchways

Deck * Material and thickness

Fourth and Fifth Deck Stringer Plate, br'dth & thickness

Angles on ditto, No.

Tie Plates outside Hatchways

Deck, Material & thickness

Poop Deck Stringer Plate, breadth & thickness 36 1/2 30 36 1/2 30

Angle on ditto 3 1/2 3 1/2 34 3 1/2 3 1/2 34

Tie Plates 5 x 2 1/2 0. P 5 x 2 1/2 0. P

Deck, Material and thickness 25 25

Bridge Deck Stringer Plate, br'dth & thickness 55 1/4 55 1/4 1/4

Angle on ditto 6 x 6 1/2 6 x 6 1/2 1/2

Tie Plates 1/4 1/4

Deck, Material and thickness 1/4 1/4

Forecastle Deck Stringer Plate, br'dth & th'kns 36 1/2 30 35 1/2 30

Angle on ditto 3 1/2 3 1/2 34 3 1/2 3 1/2 34

Tie Plates 30 30

Deck, Material and thickness 30 30

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

[illegible]

Number of Certificate,		Anchors.		WRIGHT, EX. STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY BLE 31.		Description of Anchor		Where and when tested and Superintendent.	
				Cwts. lbs.		Tons. cwt. lbs.		Cwts. qrs. lbs.					
2305	1st Bower	64	1 14	Stockless	50	15 0 0	63	3 0	Bye's Stockless	Not given	Sunderland		
2302	2nd "	64	0 14	-do-	50	12 2 0	63	3 0	-do-	-do-	-do-		
2292	3rd "	55	0 14	-do-	45	9 0 7	54	2 0	-do-	-do-	Signed L. Hoffman		
	4th "												
	Collective weight.	183	2 4				182	0 0					
2915	Stream	17	2 0	4 2 12	18 12 2 0		17	2 0	Bye's Tanged	Not given	Bradley Heath		
	Kedge			No Kedge	Anchor	Supplied			although iron		Signed S. E. Paul		

Particulars of Drop Test of Cast Steel Anchors, viz. :—		1st Bower		2nd "		3rd "		4th "	
Weight, Surveyor's Initials, Number of Certificate, Date of Test.		35. 2 12 5	Auto	G. E. Wicks	F. 12908	22/5/18			
		35. 12 5	-do-	-do-	F. 12878	13/5/18			
		31. 5 6	-do-	-do-	F. 12755	16/4/18			

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.		Length and Size per Table 31.	
		Length. Diam.		State. Break. ing.		Supplied. Per Rule.		Length. Diam.										Length. Cir.		Length. Cir.			
13045	Fathoms.	210	2 1/4	9 1/8	12 1/2	24 1/2-21 3/8	3-0	210	2 1/4	Steel	East of Ludlow	Low Walker	TOWLINE	Fathoms.	120	5	24	120	5				
	Inch.										Round Oak Works	Signed A. Green	HAWSERS & WARPS		2/90	2 1/2	15 1/2	2/90	2 1/4				
	Stream	90	4 1/4	4 1/4				90	4 1/4	9.5. W.	Hard Haggis												
	Steel Wire																						

Boats		Pumps, Number		Windlass is		Engine Room Skylights.—How constructed?		Coal Bunker Openings.—How constructed?		Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.		Ceiling in Holds, thickness and material		Cargo Hatchways.—How formed?		State size No. 1 Hatch (Forward)		No. 2 Hatch		No. 3 Hatch		No. 4 Hatch	
4	Boats	4	Boats	4	Boats	4	Boats	4	Boats	4	Boats	4	Boats	4	Boats	4	Boats	4	Boats	4	Boats	4	Boats

Bulwarks, height above deck and description		The foregoing is a correct description.		Builder's Signature (there only)		Surveyor's Signature		Surveyor to Lloyd's Register of Shipping.	
open rails									

Correspondence.—State dates and initials of letters respecting this case		Reference should be made in any correspondence connected with the case	
See Correspondence regarding "I" type standard vessels.			

Workmanship. Are the butts of plating planed or otherwise fitted?		Is the riveted work properly closed?		Are the liners between the frames and plates solid single pieces?		to plate, &c., conform well to each other?		Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surface?		Are the butts of Plating, Stringers, &c., properly shifted and strapped?		Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?		Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?	
Planed		Yes		Longitudinal framing		Yes		Yes		Yes		Yes		Yes	

General Remarks (State quality of workmanship, &c.)	
This vessel has been built in accordance with the plans approved for the "I" type standard vessels for the purpose of carrying fuel oil in bulk.	
The material and workmanship are of good quality.	
The trechboards assigned by the Committee have been marked on the vessel's sides and verified.	
All the oil compartments, and also the oil fuel tank have been tested in accordance with the instructions received.	
It will be observed that only 210 fathoms of chain cable has been supplied, and that no kedge anchor has been placed on board.	

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	£ 150	Fees applied for,	15 AUG 1918
Special Survey Fee	£ 490	Received by me,	26 AUG 1918
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 R.I. Carrying oil fuel in bulk.	
With, or without Freeboard, as condition of Class		Without	
Committee's Minute		TUE. 10 SEP. 1918	

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		MIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.			
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number. Diameter. Inches.	
Framing of $\frac{1}{2}$, $\frac{1}{4}$ and $\frac{1}{8}$ C																	
Frames in Bridge 'tween Decks ...		9	3 $\frac{1}{2}$	.44				9	3 $\frac{1}{2}$	.44				7/8	5 $\frac{1}{4}$	8	7/8
Frames from Uppermost Continuous Deck		9	3 $\frac{1}{2}$	.44	9	3 $\frac{1}{2}$	.44	9	3 $\frac{1}{2}$	.44	9	3 $\frac{1}{2}$	.44				
" 2																	
" 3																	
" 4																	
" 5		10	3 $\frac{1}{2}$	.44	10	3 $\frac{1}{2}$	.44	10	3 $\frac{1}{2}$	.44	10	3 $\frac{1}{2}$	.44		4" for 10 rivets		
" 6		10	3 $\frac{1}{2}$	.46	10	3 $\frac{1}{2}$	.46	10	3 $\frac{1}{2}$	.46	10	3 $\frac{1}{2}$	.46				
" 7		10	3 $\frac{1}{2}$	.50	10	3 $\frac{1}{2}$	.50	10	3 $\frac{1}{2}$	.50	10	3 $\frac{1}{2}$	.50			10	
" 8		12x.37, 3 $\frac{1}{2}$ x.50	12x.37, 3 $\frac{1}{2}$ x.50	12x.37, 3 $\frac{1}{2}$ x.50	12x.37, 3 $\frac{1}{2}$ x.50	12x.37, 3 $\frac{1}{2}$ x.50	12x.37, 3 $\frac{1}{2}$ x.50	12x.37, 3 $\frac{1}{2}$ x.50	12x.37, 3 $\frac{1}{2}$ x.50	12x.37, 3 $\frac{1}{2}$ x.50	12x.37, 3 $\frac{1}{2}$ x.50	12x.37, 3 $\frac{1}{2}$ x.50					
" 9																	
" 10															3/8 for 10 rivets		
" 11		12x.50, 3 $\frac{1}{2}$ x.50	12x.50, 3 $\frac{1}{2}$ x.50	12x.50, 3 $\frac{1}{2}$ x.50	12x.50, 3 $\frac{1}{2}$ x.50	12x.50, 3 $\frac{1}{2}$ x.50	12x.50, 3 $\frac{1}{2}$ x.50	12x.50, 3 $\frac{1}{2}$ x.50	12x.50, 3 $\frac{1}{2}$ x.50	12x.50, 3 $\frac{1}{2}$ x.50	12x.50, 3 $\frac{1}{2}$ x.50	12x.50, 3 $\frac{1}{2}$ x.50			16		
" 12		15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63			1/2" for 10 rivets		
" 13		15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63				13	
" 14																	
" 15		6 21															
" 16		Girder			Girder			Girder			Girder						
Spacing of Longitudinal Frames		30			30			30			30						
Double Bottoms																	
Tank Top Longitudinals		8x3x.375	.475					8x3x.375	.475					7/8	5 $\frac{1}{4}$		
Bottom		9	3 $\frac{1}{2}$	.44				9	3 $\frac{1}{2}$	.44							
Spacing of Longitudinals		30						30									
Transverses.																	
In Bridge 'tween Decks														Rivets in Lugs to Shell Diam. Spacing.			
Depth and Thickness		15 .40															
Face Angles		3 $\frac{1}{2}$ 3 $\frac{1}{2}$.44															
Lugs to Shell		3 $\frac{1}{2}$ 3 $\frac{1}{2}$.40												7/8 5 $\frac{1}{4}$		Bottom Transverse 50x.46 with double bulb angle 9x3 $\frac{1}{2}$ x.66 on top.	
In Awning, Shelter or Upper 'tween Decks.																	
Depth and Thickness		31 .46															
Face Angles		9x3 $\frac{1}{2}$ x.66															
Lugs to Shell		6 6 .46												7/8 4		Fore & after girder 50x.40 with double angles 3 $\frac{1}{2}$ x3 $\frac{1}{2}$ x.44 on top.	
In Hold.																	
Depth and Thickness		31 .46															
Face Angles		9x3 $\frac{1}{2}$ x.66															
Lugs to Shell		6 6 .46												7/8 4			
Brackets		.46															
Spacing of Transverse Frames		10-3															
* State if joggled or liners.																	
Longitudinal Beams of																	
Bridge Deck		7	3	.35				7	3	.35				36x39			
Upper		9	3 $\frac{1}{2}$	.44	9	3 $\frac{1}{2}$	.44	9	3 $\frac{1}{2}$	.44	9	3 $\frac{1}{2}$	.44	30			
Second																	
Third																	
Transverse Beams.														In Ships.		As approved.	
														Plate. Angles.		Plate. Angles.	
														11x.38, 6x3 $\frac{1}{2}$ x.40		11x.38, 6x3 $\frac{1}{2}$ x.40	
														18x.40, 7x3x.40 double		18x.40, 7x3x.40 double.	

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

200,6,12.—T.

0200 $\frac{1}{2}$

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 2 $\frac{1}{2}$ (Stl) 2 Lrs. beams

Official No. ; 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,			Fore peak tank,		
Double bottom, under Engines and Boilers,	59-0	240	After peak tank,		
Double bottom, if under Engines only,	57-0	25	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(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. 4732

Date 13. 11. 1917.

No. 947. in builder's yard.

DATES of Surveys held while building.

1917
Sept. 17, 27. Oct. 5, 11, 26, 30. Nov. 14, 28. Dec. 5, 10, 11, 27. Jan. 11, 16, 29.
Feb. 7, 11, 20, 26. March. 12, 18, 28. April 11, 15, 29. May 6, 10, 14, 18, 24, 29, 30, 31.
June 1, 3, 4, 6, 7, 14, 18, 21. July 2, 4, 6, 10, 15, 22, 24, 31. August 3, 9, 12, 13, 14, 15.

Surveyor's Signature

W. E. Bryan

Total No. of Visits 56

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Foundation

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	MIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.			
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads. Number. Diameter.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Inches.	Inches.	
Framing of Σ , Σ and Frames in Bridge 'tween Decks ... Frames from Uppermost Continuous Deck	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	7/8	5 1/4	5 1/4	8 7/8
No. 1	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.44	"	"	"	"
" 2	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 4	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 5	10	3 1/2	.44	10	3 1/2	.44	10	3 1/2	.44	10	3 1/2	.44	"	"	"	"
" 6	10	3 1/2	.46	10	3 1/2	.46	10	3 1/2	.46	10	3 1/2	.46	"	"	"	"
" 7	10	3 1/2	.50	10	3 1/2	.50	10	3 1/2	.50	10	3 1/2	.50	"	"	"	"
" 8	12x.37, 3 1/2x.50	12x.37, 3 1/2x.50	12x.37, 3 1/2x.50	12x.37, 3 1/2x.50	12x.37, 3 1/2x.50	12x.37, 3 1/2x.50	12x.37, 3 1/2x.50	12x.37, 3 1/2x.50	12x.37, 3 1/2x.50	12x.37, 3 1/2x.50	12x.37, 3 1/2x.50	12x.37, 3 1/2x.50	"	"	"	10
" 9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 10	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 11	12x.50, 3 1/2x.50	12x.50, 3 1/2x.50	12x.50, 3 1/2x.50	12x.50, 3 1/2x.50	12x.50, 3 1/2x.50	12x.50, 3 1/2x.50	12x.50, 3 1/2x.50	12x.50, 3 1/2x.50	12x.50, 3 1/2x.50	12x.50, 3 1/2x.50	12x.50, 3 1/2x.50	12x.50, 3 1/2x.50	"	"	"	16
" 12	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	15x.47, 4x.4x.63	"	"	"	"
" 13	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	15x.62, 4x.4x.63	"	"	"	13
" 14	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 15	6 21	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 16	Girders	Girders	Girders	Girders	Girders	Girders	Girders	Girders	Girders	Girders	Girders	Girders	"	"	"	"

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 49.41 ft., Trunk ft., Bridge 121 ft., Forecastle 39.16 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated The poop, bridge and forecastle decks are connected by the trunk

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 2nd (Stl) 2 Lrs. beams

Official No. _____; 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,			Fore peak tank,		
Double bottom, under Engines and Boilers,	59.0	24.0	After peak tank,		
Double bottom, if under Engines only,	57.0	2.0	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		24.0	(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. 4732
Date 13. 11. 1917
No. 947 in builder's yard.
DATES OF SURVEYS held while building.
1917
Sept. 17, 27. Oct. 5, 11, 26, 30. Nov. 14, 28. Dec. 5, 10, 11, 27. 1918
Jan. 11, 16, 29.
Feb. 7, 11, 20, 26. March. 12, 18, 28. April 11, 15, 29. May 6, 10, 14, 18, 24, 29, 30, 31.
June 1, 3, 4, 5, 6, 7, 14, 18, 21. July 2, 4, 5, 10, 15, 22, 24, 31. August 8, 9, 12, 13, 14, 15.

Total No. of Visits 56

Surveyor's Signature W. E. Bryan