

With or Without
Disconnected Erections.

STEEL STEAMER.

TUE. 14 AUG. 1923

Received at London Office.

Date of completion of report
Survey held at

1st August 1921.
BILBAO

Port of

BILBAO

Date, First Survey

21st August 1922

Last Survey

30th July 1923

1923

MOTOR COAST PATROL VESSEL

"C 8"

Rig

Schooner.

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

TONNAGE under

Tonnage Deck

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

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Register Tonnage

as cut on Beam

18.80

31.44

7.67

CLASS **A.1. FOR HARBOUR PURPOSES.**

Breadth (greatest moulded) 11.33

Depth, at middle of length from top of keel to top of upper deck beams at side 4.66

Transverse Number

Length on deck from fore part of stem to after part of stern post 61.9

Longitudinal Number

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

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

Long Bridge Deck Beam at side to top of keel ✓

Master

Year of appointment

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

1923

BILBAO

1923

Soc ESPAÑOLA DE CONSTRUCCION NAVAL

CIA ARRENDATARIA DE TABACOS.

MADRID.

BILBAO.

Destined Voyage **MEDITERRANEAN PORT** If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
61.9			11.33			4.66			One	One

Dimensions of Ship per Register, Length	61.9	breadth	11.33	depth	4.48	Moulded depth, ft.	4.66	ins.	To Bridge Dk.	Round of Upper Dk. Beam, Actual	27/8	ins.
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FRAMING.						PILLARS.					
FRAME, Angles, $\frac{1}{2}$ x 3						PILLARS In FORE CAIRN Deck, size and spacing					
Do. in peaks	1 1/2	1 1/2	18	1 1/2	1 1/2	" Hold	1 1/2	1 1/2	15	1 1/2	1 1/2
Do. in way of Double Bottoms at Solid Floors	1 1/2	1 1/2	18	1 1/2	1 1/2	" Quarter 'tween Dks.,	1 1/2	1 1/2	15	1 1/2	1 1/2
" " at intermdt. Bkts.	1 1/2	1 1/2	18	1 1/2	1 1/2	" in Hold	1 1/2	1 1/2	15	1 1/2	1 1/2
Spacing of Frames from centre to centre amidships	15	15	15	15	15	KEELSONS & STRINGERS.					
" " length to Collision bulkhead in peaks.	15	15	15	15	15	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate					
REVERSED FRAME, Angles, ON FLOORS	1 1/2	1 1/2	17	1 1/2	1 1/2	" Rider Plate	3	1 1/2	312	2 1/2	2 1/2
Do. in way of Double Bottoms at Solid Floors	1 1/2	1 1/2	17	1 1/2	1 1/2	" Flat Plate Keel Angles	2 1/2	2 1/2	20	2 1/2	2 1/2
" " at intermdt. Bkts.	1 1/2	1 1/2	17	1 1/2	1 1/2	" Horizontal Plates on Floors	2 1/2	2 1/2	20	2 1/2	2 1/2
FRAMING, depth of girder	5	5	17	5	5	" Angles or Bulb Angles	2 1/2	2 1/2	20	2 1/2	2 1/2
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	14	14	20	14	14	" SIDE KEELSONS, Number	15/8	15/8	15	15/8	15/8
" in way of Engine and Boiler Spaces	14	14	20	14	14	" Angles or Bulb Angles	10	10	15	10	10
" thickness at the ends of vessel	17	17	15	17	17	" Plate above floors, for length	2 1/2	2 1/2	20	2 1/2	2 1/2
" depth at $\frac{1}{2}$ the half breadth, as per Rule	17	17	15	17	17	" Intercostal Plate for length	4	4	20	4	4
" height extended at the Bilges	17	17	15	17	17	" Attached to outside Plating with Angle	1	1	15	1	1
FLOORS in Cell. Double Bottoms	17	17	15	17	17	" BILGE KEELSON, Angles	13	13	15	13	13
" state if flanged (top & bottom)	17	17	15	17	17	" Intercostal Plate for length	2 1/2	2 1/2	20	2 1/2	2 1/2
" Spacing of Solid floors	17	17	15	17	17	" Attached to outside Plating with Angle	4	4	20	4	4
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	17	17	15	17	17	" SIDE STRINGERS, Number	1	1	15	1	1
" Angles, Top	17	17	15	17	17	" Angle	13	13	15	13	13
" Bottom	17	17	15	17	17	" Intercostal Plate, for length	2 1/2	2 1/2	20	2 1/2	2 1/2
" to Floors	17	17	15	17	17	" Attached to outside plating with Angle	4	4	20	4	4
Brackets at intermdt. frng., wdth & thkns	17	17	15	17	17	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	12	12	20	12	12
SIDE GIRDERS, number on each side & thickness	17	17	15	17	17	" " " br'dth & thickness (in way of Bridge)	15	15	15	10	15
" state if flanged (top and bottom)	17	17	15	17	17	" " " Angle (clear of Bridge)	2 1/2	2 1/2	20	2 1/2	2 1/2
" Angles (top and bottom)	17	17	15	17	17	" Tie Plate at sides of Hatchways	4	4	20	4	4
" to Floors	17	17	15	17	17	" Deck. * Iron or Steel, for lng.	1	1	15	1	1
MARGIN PLATE, depth (exclusive of flange) and thickness	17	17	15	17	17	" Thickness (clear of Bridge)	1	1	15	1	1
" Angle to Outside Plating	17	17	15	17	17	" (in way of Bridge)	1	1	15	1	1
" Floors	17	17	15	17	17	Wood Deck, Material & thickness RED PINE	15/8	15/8	15	15/8	15/8
Brackets at intermdt. frng., wdth & thkns	17	17	15	17	17	AFTER CAIRN SOLE	10	10	15	10	10
Height of Outside Brackets above at bilge	17	17	15	17	17	Second Deck Stringer Plate, br'dth & thickness	2 1/2	2 1/2	20	2 1/2	2 1/2
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	17	17	15	17	17	" Angles on ditto, No. 1	4	4	15	4	4
" in Engine and Boiler space	17	17	15	17	17	" Tie Plates outside Hatchways	1	1	15	1	1
Remainder in Holds	17	17	15	17	17	" Deck. * Iron or Steel, for lng.	1	1	15	1	1
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3	2	25	3	2	Wood Deck, Material & thickness WHITE PINE	13	13	15	13	13
" In way of Long Bridge	2 1/2	2	20	2 1/2	2	FORE CAIRN SOLE	10	10	15	10	10
" Spacing	30	30	30	30	30	Third Deck Stringer Plate, br'dth & thickness	2 1/2	2 1/2	20	2 1/2	2 1/2
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	2 1/2	2	20	2 1/2	2	" Angles on ditto, No. 1	4	4	15	4	4
" Spacing	30	30	30	30	30	" Tie Plates outside Hatchways	1	1	15	1	1
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	2 1/2	2	20	2 1/2	2	" Deck. * Material and thickness WHITE PINE	1	1	15	1	1
" Angles on upper edge	30	30	30	30	30	Fourth and Fifth Deck Stringer Plate, br'dth & thickness	12	12	20	12	12
" Spacing	30	30	30	30	30	" Angles on ditto, No.	2 1/2	2 1/2	20	2 1/2	2 1/2
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	30	30	30	30	30	" Tie Plates outside Hatchways	4	4	20	4	4
" Angles on upper edge	30	30	30	30	30	" Deck. Material and thickness	15/8	15/8	15	15/8	15/8
" Spacing	30	30	30	30	30	Poop Deck Stringer Plate, breadth & thickness	12	12	20	12	12
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	30	30	30	30	30	" Angle on ditto	2 1/2	2 1/2	20	2 1/2	2 1/2
" Angles on upper edge	30	30	30	30	30	" Tie Plates	4	4	20	4	4
" Spacing	30	30	30	30	30	" Deck. Material and thickness	15/8	15/8	15	15/8	15/8
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	30	30	30	30	30	Bridge Deck Stringer Plate, br'dth & thickness	12	12	20	12	12
" Angles on upper edge	30	30	30	30	30	" Angle on ditto	2 1/2	2 1/2	20	2 1/2	2 1/2
" Spacing	30	30	30	30	30	" Tie Plates	4	4	20	4	4
	30	30	30	30	30	" Deck. Material and thickness	15/8	15/8	15	15/8	15/8

WEB FRAMES.				FORGINGS or CASTINGS.				Inches in Ship.				Inches per Rule, Or as Approved.			
WEB FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness				Inches in Ship.				Inches per Rule, Or as Approved.			
No. of Side Stringers				STEM, moulding and thickness				Inches in Ship.				Inches per Rule, Or as Approved.			
WEB FRAMES, In E. & B. Space, No. & spacing				STERN-POST for Rudder do. do.				Inches in Ship.				Inches per Rule, Or as Approved.			
No. of Side Stringers				" for Propeller				Inches in Ship.				Inches per Rule, Or as Approved.			
WEB FRAMES, In After Body, No. and spacing				RUDDER—A & D* Table 22. Speed				Inches in Ship.				Inches per Rule, Or as Approved.			
No. of Side Stringers				" Main-Piece, diameter at head				Inches in Ship.				Inches per Rule, Or as Approved.			
Size of Face Angles to Web-Frames				" " at heel				Inches in Ship.				Inches per Rule, Or as Approved.			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				" " " "				Inches in Ship.				Inches per Rule, Or as Approved.			
W.T. BULKHEADS No. 6 No. 18 No. 32 No. 34 No. 40 No. 42 No. 44 No. 46 No. 48 No. 50 No. 52 No. 54 No. 56 No. 58 No. 60 No. 62 No. 64 No. 66 No. 68 No. 70 No. 72 No. 74 No. 76 No. 78 No. 80 No. 82 No. 84 No. 86 No. 88 No. 90 No. 92 No. 94 No. 96 No. 98 No. 100 No. 102 No. 104 No. 106 No. 108 No. 110 No. 112 No. 114 No. 116 No. 118 No. 120 No. 122 No. 124 No. 126 No. 128 No. 130 No. 132 No. 134 No. 136 No. 138 No. 140 No. 142 No. 144 No. 146 No. 148 No. 150 No. 152 No. 154 No. 156 No. 158 No. 160 No. 162 No. 164 No. 166 No. 168 No. 170 No. 172 No. 174 No. 176 No. 178 No. 180 No. 182 No. 184 No. 186 No. 188 No. 190 No. 192 No. 194 No. 196 No. 198 No. 200 No. 202 No. 204 No. 206 No. 208 No. 210 No. 212 No. 214 No. 216 No. 218 No. 220 No. 222 No. 224 No. 226 No. 228 No. 230 No. 232 No. 234 No. 236 No. 238 No. 240 No. 242 No. 244 No. 246 No. 248 No. 250 No. 252 No. 254 No. 256 No. 258 No. 260 No. 262 No. 264 No. 266 No. 268 No. 270 No. 272 No. 274 No. 276 No. 278 No. 280 No. 282 No. 284 No. 286 No. 288 No. 290 No. 292 No. 294 No. 296 No. 298 No. 300 No. 302 No. 304 No. 306 No. 308 No. 310 No. 312 No. 314 No. 316 No. 318 No. 320 No. 322 No. 324 No. 326 No. 328 No. 330 No. 332 No. 334 No. 336 No. 338 No. 340 No. 342 No. 344 No. 346 No. 348 No. 350 No. 352 No. 354 No. 356 No. 358 No. 360 No. 362 No. 364 No. 366 No. 368 No. 370 No. 372 No. 374 No. 376 No. 378 No. 380 No. 382 No. 384 No. 386 No. 388 No. 390 No. 392 No. 394 No. 396 No. 398 No. 400 No. 402 No. 404 No. 406 No. 408 No. 410 No. 412 No. 414 No. 416 No. 418 No. 420 No. 422 No. 424 No. 426 No. 428 No. 430 No. 432 No. 434 No. 436 No. 438 No. 440 No. 442 No. 444 No. 446 No. 448 No. 450 No. 452 No. 454 No. 456 No. 458 No. 460 No. 462 No. 464 No. 466 No. 468 No. 470 No. 472 No. 474 No. 476 No. 478 No. 480 No. 482 No. 484 No. 486 No. 488 No. 490 No. 492 No. 494 No. 496 No. 498 No. 500 No. 502 No. 504 No. 506 No. 508 No. 510 No. 512 No. 514 No. 516 No. 518 No. 520 No. 522 No. 524 No. 526 No. 528 No. 530 No. 532 No. 534 No. 536 No. 538 No. 540 No. 542 No. 544 No. 546 No. 548 No. 550 No. 552 No. 554 No. 556 No. 558 No. 560 No. 562 No. 564 No. 566 No. 568 No. 570 No. 572 No. 574 No. 576 No. 578 No. 580 No. 582 No. 584 No. 586 No. 588 No. 590 No. 592 No. 594 No. 596 No. 598 No. 600 No. 602 No. 604 No. 606 No. 608 No. 610 No. 612 No. 614 No. 616 No. 618 No. 620 No. 622 No. 624 No. 626 No. 628 No. 630 No. 632 No. 634 No. 636 No. 638 No. 640 No. 642 No. 644 No. 646 No. 648 No. 650 No. 652 No. 654 No. 656 No. 658 No. 660 No. 662 No. 664 No. 666 No. 668 No. 670 No. 672 No. 674 No. 676 No. 678 No. 680 No. 682 No. 684 No. 686 No. 688 No. 690 No. 692 No. 694 No. 696 No. 698 No. 700 No. 702 No. 704 No. 706 No. 708 No. 710 No. 712 No. 714 No. 716 No. 718 No. 720 No. 722 No. 724 No. 726 No. 728 No. 730 No. 732 No. 734 No. 736 No. 738 No. 740 No. 742 No. 744 No. 746 No. 748 No. 750 No. 752 No. 754 No. 756 No. 758 No. 760 No. 762 No. 764 No. 766 No. 768 No. 770 No. 772 No. 774 No. 776 No. 778 No. 780 No. 782 No. 784 No. 786 No. 788 No. 790 No. 792 No. 794 No. 796 No. 798 No. 800 No. 802 No. 804 No. 806 No. 808 No. 810 No. 812 No. 814 No. 816 No. 818 No. 820 No. 822 No. 824 No. 826 No. 828 No. 830 No. 832 No. 834 No. 836 No. 838 No. 840 No. 842 No. 844 No. 846 No. 848 No. 850 No. 852 No. 854 No. 856 No. 858 No. 860 No. 862 No. 864 No. 866 No. 868 No. 870 No. 872 No. 874 No. 876 No. 878 No. 880 No. 882 No. 884 No. 886 No. 888 No. 890 No. 892 No. 894 No. 896 No. 898 No. 900 No. 902 No. 904 No. 906 No. 908 No. 910 No. 912 No. 914 No. 916 No. 918 No. 920 No. 922 No. 924 No. 926 No. 928 No. 930 No. 932 No. 934 No. 936 No. 938 No. 940 No. 942 No. 944 No. 946 No. 948 No. 950 No. 952 No. 954 No. 956 No. 958 No. 960 No. 962 No. 964 No. 966 No. 968 No. 970 No. 972 No. 974 No. 976 No. 978 No. 980 No. 982 No. 984 No. 986 No. 988 No. 990 No. 992 No. 994 No. 996 No. 998 No. 1000 No. 1002 No. 1004 No. 1006 No. 1008 No. 1010 No. 1012 No. 1014 No. 1016 No. 1018 No. 1020 No. 1022 No. 1024 No. 1026 No. 1028 No. 1030 No. 1032 No. 1034 No. 1036 No. 1038 No. 1040 No. 1042 No. 1044 No. 1046 No. 1048 No. 1050 No. 1052 No. 1054 No. 1056 No. 1058 No. 1060 No. 1062 No. 1064 No. 1066 No. 1068 No. 1070 No. 1072 No. 1074 No. 1076 No. 1078 No. 1080 No. 1082 No. 1084 No. 1086 No. 1088 No. 1090 No. 1092 No. 1094 No. 1096 No. 1098 No. 1100 No. 1102 No. 1104 No. 1106 No. 1108 No. 1110 No. 1112 No. 1114 No. 1116 No. 1118 No. 1120 No. 1122 No. 1124 No. 1126 No. 1128 No. 1130 No. 1132 No. 1134 No. 1136 No. 1138 No. 1140 No. 1142 No. 1144 No. 1146 No. 1148 No. 1150 No. 1152 No. 1154 No. 1156 No. 1158 No. 1160 No. 1162 No. 1164 No. 1166 No. 1168 No. 1170 No. 1172 No. 1174 No. 1176 No. 1178 No. 1180 No. 1182 No. 1184 No. 1186 No. 1188 No. 1190 No. 1192 No. 1194 No. 1196 No. 1198 No. 1200 No. 1202 No. 1204 No. 1206 No. 1208 No. 1210 No. 1212 No. 1214 No. 1216 No. 1218 No. 1220 No. 1222 No. 1224 No. 1226 No. 1228 No. 1230 No. 1232 No. 1234 No. 1236 No. 1238 No. 1240 No. 1242 No. 1244 No. 1246 No. 1248 No. 1250 No. 1252 No. 1254 No. 1256 No. 1258 No. 1260 No. 1262 No. 1264 No. 1266 No. 1268 No. 1270 No. 1272 No. 1274 No. 1276 No. 1278 No. 1280 No. 1282 No. 1284 No. 1286 No. 1288 No. 1290 No. 1292 No. 1294 No. 1296 No. 1298 No. 1300 No. 1302 No. 1304 No. 1306 No. 1308 No. 1310 No. 1312 No. 1314 No. 1316 No. 1318 No. 1320 No. 1322 No. 1324 No. 1326 No. 1328 No. 1330 No. 1332 No. 1334 No. 1336 No. 1338 No. 1340 No. 1342 No. 1344 No. 1346 No. 1348 No. 1350 No. 1352 No. 1354 No. 1356 No. 1358 No. 1360 No. 1362 No. 1364 No. 1366 No. 1368 No. 1370 No. 1372 No. 1374 No. 1376 No. 1378 No. 1380 No. 1382 No. 1384 No. 1386 No. 1388 No. 1390 No. 1392 No. 1394 No. 1396 No. 1398 No. 1400 No. 1402 No. 1404 No. 1406 No. 1408 No. 1410 No. 1412 No. 1414 No. 1416 No. 1418 No. 1420 No. 1422 No. 1424 No. 1426 No. 1428 No. 1430 No. 1432 No. 1434 No. 1436 No. 1438 No. 1440 No. 1442 No. 1444 No. 1446 No. 1448 No. 1450 No. 1452 No. 1454 No. 1456 No. 1458 No. 1460 No. 1462 No. 1464 No. 1466 No. 1468 No. 1470 No. 1472 No. 1474 No. 1476 No. 1478 No. 1480 No. 1482 No. 1484 No. 1486 No. 1488 No. 1490 No. 1492 No. 1494 No. 1496 No. 1498 No. 1500 No. 1502 No. 1504 No. 1506 No. 1508 No. 1510 No. 1512 No. 1514 No. 1516 No. 1518 No. 1520 No. 1522 No. 1524 No. 1526 No. 1528 No. 1530 No. 1532 No. 1534 No. 1536 No. 1538 No. 1540 No. 1542 No. 1544 No. 1546 No. 1548 No. 1550 No. 1552 No. 1554 No. 1556 No. 1558 No. 1560 No. 1562 No. 1564 No. 1566 No. 1568 No. 1570 No. 1572 No. 1574 No. 1576 No. 1578 No. 1580 No. 1582 No. 1584 No. 1586 No. 1588 No. 1590 No. 1592 No. 1594 No. 1596 No. 1598 No. 1600 No. 1602 No. 1604 No. 1606 No. 1608 No. 1610 No. 1612 No. 1614 No. 1616 No. 1618 No. 1620 No. 1622 No. 1624 No. 1626 No. 1628 No. 1630 No. 1632 No. 1634 No. 1636 No. 1638 No. 1640 No. 1642 No. 1644 No. 1646 No. 1648 No. 1650 No. 1652 No. 1654 No. 1656 No. 1658 No. 1660 No. 1662 No. 1664 No. 1666 No. 1668 No. 1670 No. 1672 No. 1674 No. 1676 No. 1678 No. 1680 No. 1682 No. 1684 No. 1686 No. 1688 No. 1690 No. 1692 No. 1694 No. 1696 No. 1698 No. 1700 No. 1702 No. 1704 No. 1706 No. 1708 No. 1710 No. 1712 No. 1714 No. 1716 No. 1718 No. 1720 No. 1722 No. 1724 No. 1726 No. 1728 No. 1730 No. 1732 No. 1734 No. 1736 No. 1738 No. 1740 No. 1742 No. 1744 No. 1746 No. 1748 No. 1750 No. 1752 No. 1754 No. 1756 No. 1758 No. 1760 No. 1762 No. 1764 No. 1766 No. 1768 No. 1770 No. 1772 No. 1774 No. 1776 No. 1778 No. 1780 No. 1782 No. 1784 No. 1786 No. 1788 No. 1790 No. 1792 No. 1794 No. 1796 No. 1798 No. 1800 No. 1802 No. 1804 No. 1806 No. 1808 No. 1810 No. 1812 No. 1814 No. 1816 No. 1818 No. 1820 No. 1822 No. 1824 No. 1826 No. 1828 No. 1830 No. 1832 No. 1834 No. 1836 No. 1838 No. 1840 No. 1842 No. 1844 No. 1846 No. 1848 No. 1850 No. 1852 No. 1854 No. 1856 No. 1858 No. 1860 No. 1862 No. 1864 No. 1866 No. 1868 No. 1870 No. 1872 No. 1874 No. 1876 No. 1878 No. 1880 No. 1882 No. 1884 No. 1886 No. 1888 No. 1890 No. 1892 No. 1894 No. 1896 No. 1898 No. 1900 No. 1902 No. 1904 No. 1906 No. 1908 No. 1910 No. 1912 No. 1914 No. 1916 No. 1918 No. 1920 No. 1922 No. 1924 No. 1926 No. 1928 No. 1930 No. 1932 No. 1934 No. 1936 No. 1938 No. 1940 No. 1942 No. 1944 No. 1946 No. 1948 No. 1950 No. 1952 No. 1954 No. 1956 No. 1958 No. 1960 No. 1962 No. 1964 No. 1966 No. 1968 No. 1970 No. 1972 No. 1974 No. 1976 No. 1978 No. 1980 No. 1982 No. 1984 No. 1986 No. 1988 No. 1990 No. 1992 No. 1994 No. 1996 No. 1998 No. 2000 No. 2002 No. 2004 No. 2006 No. 2008 No. 2010 No. 2012 No. 2014 No. 2016 No. 2018 No. 2020 No. 2022 No. 2024 No. 2026 No. 2028 No. 2030 No. 2032 No. 2034 No. 2036 No. 2038 No. 2040 No. 2042 No. 2044 No. 2046 No. 2048 No. 2050 No. 2052 No. 2054 No. 2056 No. 2058 No. 2060 No. 2062 No. 2064 No. 2066 No. 2068 No. 2070 No. 2072 No. 2074 No. 2076 No. 2078 No. 2080 No. 2082 No. 2084 No. 2086 No. 2088 No. 2090 No. 2092 No. 2094 No. 2096 No. 2098 No. 2100 No. 2102 No. 2104 No. 2106 No. 2108 No. 2110 No. 2112 No. 2114 No. 2116 No. 2118 No. 2120 No. 2122 No. 2124 No. 2126 No. 2128 No. 2130 No. 2132 No. 2134 No. 2136 No. 2138 No. 2140 No. 2142 No. 2144 No. 2146 No. 2148 No. 2150 No. 2152 No. 2154 No. 2156 No. 2158 No. 2160 No. 2162 No. 2164 No. 2166 No. 2168 No. 2170 No. 2172 No. 2174 No. 2176 No. 2178 No. 2180 No. 2182 No. 2184 No. 2186 No. 2188 No. 2190 No. 2192 No. 2194 No. 2196 No. 2198 No. 2200 No. 2202 No. 2204 No. 2206 No. 2208 No. 2210 No. 2212 No. 2214 No. 2216 No. 2218 No. 2220 No. 2222 No. 2224 No. 2226 No. 2228 No. 2230 No. 2232 No. 2234 No. 2236 No. 2238 No. 2240 No. 2242 No. 2244 No. 2246 No															

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 16.25 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 it should appear in the Register Book) 1st Wood, 1st Tier Beams

Official No. ✓ ; Signal Letters ✓

State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside

3 coats of paint
Bottom not cemented on shipboard 23/5/23.

Outside 3 coats of paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors No double bottom.

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,			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, OIL FUEL TANK AMIDSHIPS	2'-6"	2 TONS OIL.
			(If necessary, furnish further information by sketch.) 2 SERVICE TANKS.		1 EACH OIL.

* 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 The oil tank and 2

Order for Special Survey No.

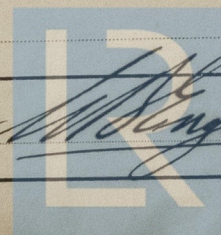
Date

No. 23 in builder's yard.

DATES of Surveys held while building

1922 Aug 21-23-25-31, Sept 5-11-15-19-25 Oct 4-6-10-16-25, Nov 8-11-16-23-28, Dec 1, 4, 11, 12, 14, 15, 1922 & 1923
1923 Jan 4-11-16-19-24-26-29, Feb 2-6-8-13-16-19-22, Mar 16-9-12-27, April 10, May 23-25-29, 30 July.

Surveyor's Signature



Total No. of Visits 52

Lloyd's Register Foundation