

Shelter Deck,

STEEL STEAMER.

No. 28188

or ~~Pl. Awning Deck.~~

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

Port of *SUNDERLAND*

Date of completion of Report *31st October 1921*

Received at London Office

TUE. 1st NOV. 1921

Survey held at *SUNDERLAND*

Date, First Survey *16th January 1920*

Last Survey

31st October 1921

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

STEEL SINGLE SCREW S.S.

"SANDOWN CASTLE"

Rig *SCHOONER*

TONNAGE under

5353.43

CLASS *+100 A.I.*

FEET.

Master

Do. between Tonnage Dk. and 3rd. Ath. or Awning Dk.

1678.96

Breadth (greatest moulded)

56.00

Year of Appointment

(1) As Master in service of owner of present vessel;—19.
(2) As Master of this vessel—19.

Total under Upper Bk.

-

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck

38.62

Built at

SUNDERLAND

Do. of Poop

-

Deduct height of 'tween deck when this does not exceed 8ft.

8.00

When built

1920-21

Launched *OCT 12th 1920*

Do. of Bridge House

279.58

Transverse Number

86.62

By whom built

Messrs SHOOT BROS L^{td}

Do. of Forecastle

127.18

Length on deck from fore part of stem to after part of sternpost

424.75

Owners

THE UNION-CASTLE MAIL STEAMSHIP CO. L^{td}

Do. of Houses on Deck

93.93

Longitudinal Number

36791.84

Managers

Do

Do. of excess of Hatchways

32.24

Depth "d" at middle of length. See Secs. 2 & 13.

17.96

Residence

3 & 4 PENCHURCH STREET LONDON E.C.3

Do. above Crown of Engine Room

61.47

Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel

10.99

Port belonging to

LONDON

Gross Tonnage

7606.74

Upper Deck at side to top of keel

13.87

Surveyed while Building *AND* Afloat, *and* Dry Dock *UNDER SPECIAL SUPPLY*

Less Crew Space

364.70

Less above Crown of Engine Room

61.47

TONNAGE FOR FREES...

7180.57

Less Engine Room

2434.16

Less Navigation Spaces

101.12

+ above space of E.R.

61.47

Register Tonnage as cut on Beam

4706.76

Destined Voyage *Tyne*

| LENGTH on Deck as per Rule | Ft. | Ins. | BREADTH Moulded | Ft. | Ins. | DEPTH, ACTUAL Do. | Ft. | Ins. | No. of Decks with flat laid | No. of Tiers of Beams |
|----------------------------|-----|------|-----------------|-----|------|-------------------|-------|------|-----------------------------|-----------------------|
| 424 | 9 | | 56 | 0 | | 38 | 7 1/2 | | 2 | 2 |

| | | | | | | |
|----------------------------------|--------------|---------------|-------------|----------------------------------|--|---|
| Dimensions of Ship per Register, | Length 425.5 | Breadth 56.35 | Depth 38.45 | Upper Deck Moulded depth, ft. 30 | To Awning or Shelter Dk. Moulded depth, ft. 30 | Round up of Uppermost Dk. Beam, Actual 17 1/2 |
|----------------------------------|--------------|---------------|-------------|----------------------------------|--|---|

| FRAMING. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | PILLARS. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--|-----------------|-----------------|-----------------|-----------------|
| Longitudinal Framing | 8 | 3 1/2 | 44 | 8 | 3 1/2 | 44 | PILLARS, in 'tween Deck, size and spacing | | | | |
| Double Bottoms at Solid Floors | 3 1/2 | 3 1/2 | 42 | 3 1/2 | 3 1/2 | 42 | " " Hold | | | | |
| " at intermdt. Bkts. | | | | | | | Quarter, 'tween Dks., | | | | |
| Lines from centre to centre amidships | | | | | | | " in Hold | | | | |
| to collision bulkhead | | | | | | | | | | | |
| Lines from centre to centre in peaks | | | | | | | KEELSONS AND STRINGERS. | | | | |
| FRAME, Angles | | | | | | | CENTRE LINE KEELSON, Vertical Plate above | | | | |
| Double bottoms at Solid Floors | 3 1/2 | 3 1/2 | 42 | 3 1/2 | 3 1/2 | 42 | floors, Through Plate, or Intercoastal Plate | | | | |
| " at intermdt. Bkts. | | | | | | | " Rider Plate | | | | |
| Depth of girder | | | | | | | " Flat Keel Plate Angles | | | | |
| Line for 1/2 length amidships | | | | | | | " Horizontal Plates on Floors | | | | |
| of Engine and Boiler spaces | | | | | | | " Angles or Bulb Angles | | | | |
| ss at the ends of vessel | | | | | | | " SIDE KEELSONS, Number | | | | |
| at 1/2 the half-bdth. as per Rule | | | | | | | " Angles or Bulb Angles | | | | |
| extended at the Bilges | | | | | | | " Plate above floors, for length | | | | |
| Cell Double Bottoms | 44 | 55 | 2 x 5 1/2 | 44 | 55 | 2 x 5 1/2 | " Intercoastal Plate, for length | | | | |
| if flanged (top and bottom) | | | | | | | " Attached to outside plating with Angle | | | | |
| ing of Solid | 6'0" | 7'0" | 6'6" | 6'0" | 7'0" | 6'6" | SIDE STRINGERS, Number | | | | |
| DER, in Dbl. bottom, dpth. & thcknss | 44 | 52 | 65 | 44 | 52 | 60 | " Angle | | | | |
| " Angles, Top | 3 1/2 | 3 1/2 | 52 | 3 1/2 | 3 1/2 | 52 | " Intercoastal Plate, for lng. | | | | |
| " Bottom | 4 1/2 | 4 1/2 | 60 | 4 1/2 | 4 1/2 | 60 | " Attached to outside plating with Angle | | | | |
| " to Floors | 6'6" | 4'4" | 5'4" | 6'6" | 4'4" | 5'4" | Awning or Shelter Deck Stringer Plates, | 57 1/2 | 60 | 55 | 56 |
| sets at intermdt. frmg., wdth & thcknss | | | | | | | breadth and thickness | | | | |
| RS, number and thickness | 40 | 55 | 2 x 5 1/2 | 40 | 55 | 2 x 5 1/2 | " Angle on ditto | 6'6" | 50 | 6'6" | 50 |
| state if flanged (top & bottom) | | | | | | | " Tie Plates, fore and aft, outside Hatchways | | | | |
| es | 3 1/2 | 3 1/2 | 42 | 3 1/2 | 3 1/2 | 42 | " Deck * Iron or Steel, for FULL lng. | | | | |
| TE, depth (exclusive of flange) | 3 1/2 | 3 1/2 | 40 | 3 1/2 | 3 1/2 | 40 | " Wood Deck, Material & thickness | NO WOOD | DECK Laid | | |
| and thickness | 4'8" | 5'8" | 4'8" | 4'8" | 5'8" | 4'8" | Upper Deck Stringer Plate, breadth and thickness | 57 | 44 | 57 | 44 |
| as to outside plating | 3 1/2 | 3 1/2 | 56 | 3 1/2 | 3 1/2 | 56 | " Angles on ditto, No. ONE | 3 1/2 | 3 1/2 | 48 | 3 1/2 |
| to floors | 6'6" | 4'4" | 5'4" | 6'6" | 4'4" | 5'4" | " Tie Plates, outside Hatchways | | | | |
| sets at intermdt. frmg., wdth & thcknss | | | | | | | " Deck * Iron or Steel, for FULL lng. | | | | |
| at of Brackets above at bilge | | | | | | | " Wood Deck, Material & thickness | NO WOOD | DECK Laid | | |
| OM PLATING, breadth and | 54 | 52 | 60 | 54 | 52 | 56 | Second Deck Stringer Plates, br'dth & thckn's | 59 | 40 | 59 | 40 |
| ss of Middle Line Strake | 54 | 52 | 60 | 54 | 52 | 56 | " Angles on ditto, No. ONE | 3 1/2 | 3 1/2 | 44 | 3 1/2 |
| thcknss in Engine and Boiler space | | | | | | | " Tie Plates, outside Hatchways | | | | |
| " Remainder in Holds | | | | | | | " Deck * Material and thickness | STEEL | | 34 | 34 |
| or Shelter Dk. Single Angle, | | | | | | | Third, Fourth & Fifth Deck Stringer Plate, | | | | |
| ngle, Plate, Tee Bulb or Channel | | | | | | | breadth and thickness | | | | |
| Deck, Single Angle, Bulb Angle, | | | | | | | " Angles on ditto, No. | | | | |
| Fee Bulb or Channel | | | | | | | " Tie Plates, outside Hatchways | | | | |
| d, Third & Fourth Deck, Single | | | | | | | " Deck, Material and thickness | | | | |
| ngle, Plate, Tee Bulb or Channel | | | | | | | Poop Deck Stringer Plate, breadth & thickness | | | | |
| upper edge | | | | | | | " Angles on ditto | | | | |
| Deck, Angle, Bulb Angle, Plate, | | | | | | | " Tie Plates | | | | |
| Bulb or Channel | | | | | | | " Deck, Material and thickness | | | | |
| on upper edge | | | | | | | Bridge Deck Stringer Plate, br'dth & thickness | 55 | 56 | 55 | 52 |
| g Deck, Angle, Bulb Angle, Plate, | | | | | | | " Angle on ditto | 6'6" | 50 | 6'6" | 50 |
| Bulb or Channel | | | | | | | " Tie Plates | | | | |
| on upper edge | | | | | | | " Deck, Material and thickness | STEEL | 44 | 5'3" P.P. | 40 |
| g Deck, Angle, Bulb Angle, Plate, | | | | | | | Forecastle Deck Stringer Plate, br'dth & th'kns | 47 | 30 | 47 | 30 |
| Bulb or Channel | | | | | | | " Angles on ditto | 3 1/2 | 3 1/2 | 44 | 3 1/2 |
| on upper edge | | | | | | | " Tie Plates | | | | |
| castle Deck, Angle, Bulb Angle, | | | | | | | " Deck, Material and thickness | STEEL | 30 | STEEL | 30 |
| Fee Bulb or Channel | | | | | | | | | | | |
| upper edge | | | | | | | | | | | |

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

[illegible]

| NUMBER OF CERTIFICATE. | | | | ANCHORS. | | | | | | | | | | | | | |
|------------------------|--------------|---------|------|-------------------|-----------|-----------------|------|------------------------|-------|--------------------------|------|------------------------|------|----------------------|----------------------|---|--------------------|
| No. 40686 LETTER 3A | | | | | | | | | | | | | | | | | |
| Number of Certificate. | | 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. | | | |
| 83607 | 1st Bower .. | 79 | 1 | 4 | Stockless | | 55 | 15 | 0 | 0 | 69 | 0 | 0 | "Harpstagnon" Patent | J. Hanger & Co. Ltd. | Norwegian - 20-22 | H. G. Green |
| 83614 | 2nd ,, | 71 | 3 | 0 | do. | | 54 | 15 | 0 | 0 | 69 | 0 | 0 | do. | do. | do. | do. |
| 83606 | 3rd ,, | 62 | 2 | 17 | do. | | 49 | 17 | 2 | 0 | 69 | 0 | 0 | do. | do. | do. | do. |
| Collective weight | | 207 | 2 | 21 | | | | | | | 207 | 0 | 0 | | | | |
| 83576 | Stream | 20 | 2 | 7 | 5 | 1 | 23 | 21 | 8 | 0 | 14 | 20 | 3 | 0 | Alex. Rank | do. | Norwegian - 30-620 |
| 83599 | Kedge | 9 | 1 | 24 | 2 | 1 | 19 | 11 | 11 | 1 | 0 | 9 | 0 | 0 | do. | do. | do. |

(If Patent state Name of Patentee)

| Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test. | | 1st Bower | | 2nd " | | 3rd " | |
|---|--|---------------------------------|--|---------------------------------|--|--------------------------------|--|
| | | 47-0-20 - D.D.N - 698 - 11-4-16 | | 46-2-3 - D.D.N - 1191 - 12-2-18 | | 39-3-6 - D.D.N - 292 - 10-2-20 | |

| 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 Towing. | | Fathoms and Size per Table 31. | | |
| | | Length. | Diam. | Status. | Break- ing. | Supplied. | Per Rule. | Fathoms. | Size. | Length. | Diam. | | | | | | | Length. | Gir. | Imperial. | Length. | Gir. | Imperial. | |
| 69216 | 150 | 2 1/2 | 10 1/2 | 142 1/2 | 424 2 1/2 | 422 0 1/4 | 150 | 2 1/2 | Solo Lux | N. Hanger & Co. Ltd. | Norwegian | 87-20 | Middel | | | TOWLINE | 130 | 5 1/2 | 7 1/2 | 130 | 5 1/2 | | | |
| 69256 | 150 | 2 1/2 | 10 1/2 | 142 1/2 | 426 0 1/2 | 422 0 1/4 | 150 | 2 1/2 | do. | do. | do. | 20-220 | do. | | | HAWSERS & WARPS | 20x100 | 2 1/2 | 15 1/2 | 20x100 | 2 1/2 | | | |
| <i>(Classified as Chain Cable or Steel Wire...)</i> | | 120 | 5 | 59 1/2 | | | | 120 | 5 | | | | | | | | | 20x100 | 8 | Manila | 20x100 | 8 | | |

| Boats | | Pumps, Number | | Windlass | | 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) | | Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch | | Bulkheads, height above deck and description | | The foregoing is a correct copy of the original. | |
|---|--|--|--|----------------------|--|--|--|--|--|--|--|---|--|------------------------------|--|----------------------------------|--|--|--|--|--|--|--|
| 4 Lifeboats 26'0"x8'0"x3'3" and 2 Cutters 18'0"x6'0"x2'3" | | Two 6" Janniton pumps and one 5" hand pump | | Camble Chapman & Co. | | On steel | | Of steel | | 10 Scuppers ea. side 13" opening | | 2 1/2" pine with 2" iron spacer | | Do steel used construction | | No. 1 Hatch 23'6"x18'0" | | 4 webs to No 6 Hatch (— No page and straps.) | | 42" 9/16 steel plate | | For Short Brothers, Limited | |
| Steering Gear, Steam | | Steering Gear, Hand | | Capstan | | What arrangements for deadlights in bad weather? | | How are lids secured? | | Cargo Battens, thickness and material | | Hatches, if strong and efficient? | | No. 3 Hatch 12'0"x18'0" | | No. 4 Hatch 12'0"x18'0" | | Main Rail and Stays, material and size | | Surveyor's Signature | | Builder's Signature | |
| J. Martin & Co. | | J. Martin & Co. | | ✓ | | Steel plates and bulwarks | | Castele and Gattien | | 13" x 2" h. wood, secured in chocks | | Yes | | No 6 Hatch 24'0"x18'0" | | 2 webs to No 3 hatch | | 4 webs to No 3 hatch | | T. S. Richardson | | Ernest W. Throck | |

(Signature of Engineer or other person responsible for correctness of particulars given)

Correspondence.—State dates and initials of letters respecting this case. (Reference should be made in any correspondence connected with the case.)

11.11.19, 5.9.19, 2.9.10.19, 6.11.19, 8.4.19, 7.4.19, 7.11.19, 7.11.19, 7.11.19, 7.11.19, 11.11.19, 12.11.19, 12.4.19, 14.4.19, 18.12.19, 31.12.19, 15.2.20

8.3.20, 6.5.20, 17.6.20, 4.11.20, 23.2.21, 5.2.4.20

Workmanship. Are the butts of plating planed or otherwise fitted? *PLANED AND OVERLAPPED*

Is the riveted work properly closed? Yes

✓ Are the liners between the frames and plates solid single pieces? *Yes*

to plate, &c., conform well to each other? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched

from the faying surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *A FEW*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

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.) *THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS, THE SECRETARY'S*

LETTERS DATED AS STATED ABOVE AND OTHERWISE IN ACCORDANCE WITH THE RULES FOR THE CLASS CONTEMPLATED

THE MATERIALS AND WORKMANSHIP ARE GOOD.

THE DOUBLE BOTTOM, PEAKS AND DEEP TANK HAVE BEEN TESTED FOR THE CARRIAGE OF OIL FUEL FOR THE SHIP'S USE AND

THE REMAINING REQUIREMENTS OF SECTION 49 HAVE BEEN COMPLIED WITH. ✓

THE VESSEL IS FITTED FOR BURNING OIL FUEL AND SETTLING TANKS HAVE BEEN FITTED.

A COPY OF A LETTER FROM THE OWNERS IS ENCLOSED GIVING AN UNDERTAKING THAT THE OIL FUEL DEEP TANK

SHOULD ALWAYS BE KEPT EITHER FULL OR EMPTY WHEN THE VESSEL IS AT SEA.

PLANS OF MASHIP SECTION AND PROFILE AS BUILT INCLUDING REPORTS AND THE MODIFIED DESIGN (IR. No.)

FOR REFERENCE WHICH KINDLY REFER FOR FURTHER INFO.

A REPORT OF THE ARMY, WHICH WAS BEEN OBTAINED IN

WHICH HAS BEEN REPAIRED WILL FOLLOW AS THE BUILDERS HAVE DESIRED US TO FORWARD THIS REPORT WITHOUT DELAY.

THIS VESSEL IS REGISTERED AT [illegible]

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 £ 10 : 0 : 0) Fees applied for, 6. 1. 21

Special Survey Fee.... £390 : 3 : 6

31 OCT 1921

Received by me

Certificate to be sent to

SUNDERLAND.

Date of issue 12.12.21

Travelling Expenses, if any £ 10 : 10 : 04 7. 1. 21

State whether the Vessel has been built under Special Survey Yes 666 AND FORE AND AFTER PEAKS. THIS OIL FUEL IS FOR SHIP'S USE
FITTED FOR OIL FUEL FLASH POINT ABOVE 150° F

I am of opinion this Vessel should be Classed ** 100 A.1 STEEL, SHELTER DECK, LONGITUDINAL* *La Trinidad*

With, or without Freeboard, as condition of Class *FRAMING AND HEE FRAMES. L.A. & C.P.* *WITHOUT FREEBOARD* Surrender to Lloyd's Register of Shipping.

Committee's Minute

Character assigned: *1000*

Character assigned: 1000
 Date: 11/11/11

Phelps DK with fld 5 21 109148

(also be seen not fitted in Shelter House Dr. & L.M. 10.4 + 11.4)

Tested for oil pres 10 78

Lloyd Arb. P. TP above 150° F.

Wase Sd.

11019-0148²/3

Messrs. Sharp Bros No 407 S.S. SANDOWN CASTLE
PARTICULARS OF LONGITUDINAL FRAMING.

W1019-00483

| FRAMING. | AMIDSHIPS. | | | ENDS. | | | AMIDSHIPS. | | | ENDS. | | | RIVETING. | | |
|---------------------------------------|-------------------------------|---------|---------|---------------|---------|---------|--------------------------|---------|---------|--------------------------|---------|---------|--------------------------------|--|----------------------------------|
| | In Ship. | | | In Ship. | | | Per Rule or as approved. | | | Per Rule or as approved. | | | Rivets in Longitudinal Frames. | Spacing of Rivets on each side of Transverses and Bulkheads. | Rivets in Brackets to Bulkheads. |
| | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Inches. | Number. |
| Framing of E, L & F | | | | | | | | | | | | | | | |
| Frames in Bridge 'tween Decks (2) | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7/8 | 5/4 | 5 |
| Frames from Uppermost Continuous Deck | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7/8 | 5/4 | 5 |
| No. 1 | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7/8 | 5/4 | 5 |
| " 2 | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | 7/8 | 5/4 | 5 |
| " 3 | 8 | 3 1/2 | 40 | 8 | 3 1/2 | 40 | 8 | 3 1/2 | 40 | 8 | 3 1/2 | 40 | 7/8 | 5/4 | 6 |
| " 4 | 8 | 3 1/2 | 50 | 8 | 3 1/2 | 50 | 8 | 3 1/2 | 50 | 8 | 3 1/2 | 50 | 7/8 | 5/4 | 6 |
| " 5 | 10 | 3 1/2 | 44 | 10 | 3 1/2 | 44 | 10 | 3 1/2 | 44 | 10 | 3 1/2 | 44 | 7/8 | 5/4 | 8 |
| " 6 | 10 | 3 1/2 | 48 | 10 | 3 1/2 | 44 | 10 | 3 1/2 | 48 | 10 | 3 1/2 | 44 | 7/8 | 5/4 | 8 |
| " 7 | 10 | 3 1/2 | 56 | 10 | 3 1/2 | 44 | 10 | 3 1/2 | 56 | 10 | 3 1/2 | 44 | 7/8 | 5/4 | 8 |
| " 8 | 11 | 3 1/2 | 48 | 10 | 3 1/2 | 52 | 11 | 3 1/2 | 48 | 10 | 3 1/2 | 52 | 7/8 | 5/4 | 9 |
| " 9 | 11 | 3 1/2 | 54 | 10 | 3 1/2 | 52 | 11 | 3 1/2 | 54 | 10 | 3 1/2 | 52 | 7/8 | 5/4 | 9 |
| " 10 | 11 | 3 1/2 | 62 | 11 | 3 1/2 | 50 | 11 | 3 1/2 | 62 | 11 | 3 1/2 | 50 | 7/8 | 5/4 | 9 |
| " 11 | 11 | 3 1/2 | 66 | 11 | 3 1/2 | 62 | 11 | 3 1/2 | 66 | 11 | 3 1/2 | 62 | 7/8 | 5/4 | 9 |
| " 12 | 8 | 3 1/2 | 40 | 11 | 3 1/2 | 58 | 8 | 3 1/2 | 40 | 11 | 3 1/2 | 58 | 7/8 | 5/4 | 6 |
| " 13 | | | | 11 | 3 1/2 | 62 | | | | 11 | 3 1/2 | 62 | 7/8 | 5/4 | |
| " 14 | | | | 11 | 3 1/2 | 62 | | | | 11 | 3 1/2 | 62 | 7/8 | 5/4 | |
| " 15 | | | | | | | | | | | | | | | |
| " 16 | | | | | | | | | | | | | | | |
| Spacing of Longitudinal Frames | Amidships | | | At Ends | | | 30 | | | 30 | | | | | |
| Double Bottoms | Tank Top Longitudinals | | | Bottom | | | 9 | | | 9 | | | 7/8 | | |
| L, L or C | 9 | | | 9 | | | 9 | | | 9 | | | 7/8 | | |
| Spacing of Longitudinals | 32 | | | 32 | | | 30 | | | 30 | | | 3 1/2 | | |
| | 30 | | | 21 | | | 30 | | | 21 | | | | | |
| Transverses. | | | | | | | | | | | | | | | |
| In Bridge | Depth and Thickness | | | 14 | | | 14 | | | 14 | | | | | |
| 'tween Decks | Face Angles | | | 7 | | | 7 | | | 7 | | | | | |
| | Lugs to Shell | | | 3 1/2 | | | 3 1/2 | | | 3 1/2 | | | 7/8 | | |
| In Shelter or Upper 'tween Decks. | Depth and Thickness | | | 15 | | | 15 | | | 15 | | | | | |
| | Face Angles | | | 9 | | | 9 | | | 9 | | | | | |
| | Lugs to Shell | | | 3 1/2 | | | 3 1/2 | | | 3 1/2 | | | 7/8 | | |
| In Hold. | Depth and Thickness | | | 18 | | | 18 | | | 18 | | | | | |
| | Face Angles | | | 9 | | | 9 | | | 9 | | | | | |
| | Lugs to Shell | | | 3 | | | 3 | | | 3 | | | | | |
| | Brackets | | | 11 | | | 11 | | | 11 | | | | | |
| Spacing of Transverse Frames | 11'0" | | | 13'0" | | | 11'0" | | | 13'0" | | | | | |
| | * State if joggled or liners. | | | | | | | | | | | | | | |
| Longitudinal Beams of L, L & E | Bridge Deck | | | 7 | | | 7 | | | 7 | | | | | |
| | Avg. or Shltr. Dk. | | | 7 | | | 7 | | | 7 | | | | | |
| | Upper | | | 8 | | | 8 | | | 8 | | | | | |
| | Second | | | 8 | | | 8 | | | 8 | | | | | |
| | Third | | | | | | | | | | | | | | |

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.

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 4 ft., R.Q.D. 4 ft., Bridge 130 ft., Forecastle 45 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. THESE SECTIONS ARE ON A COMPLETE SHIP.

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 AND 3 AND SHUTTER ON 3. LONGITUDINAL FRAMING & WEB FRAMES

Official No. 140167; Signal Letters. State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside LEMENT IN DEEP TANK AND PAINT Outside PAINT

| PARTICULARS OF WATER BALLAST. | | | State whether the Double bottom is constructed on the cellular system or with girders on floors | | |
|---|---------|-----------------|---|---------|-----------------|
| Where Fitted. | Length. | Water Capacity. | Where Fitted. | Length. | Water Capacity. |
| Double bottom, aft, | Feet. | Tons. | Fore peak tank, | Feet. | Tons. |
| Double bottom, under Engines and Boilers, | 47.0 | 72.5 | After peak tank, | | 109.5 |
| Double bottom, under Engines and Boilers, | 94.0 | 342.5 | Deep tank, aft, | 35.0 | 1009.0 |
| Double bottom, under Engines and Boilers, | 39.0 | 172.0 | Deep tank, forward, | | |
| Double bottom, if under Boilers only, | | | Other tanks, if fitted, | | |
| Double bottom, forward, | 176.6 | 638 | (If necessary, furnish further information by sketch.) | | |
| Total capacity of double bottom | 357.0 | 1225 | State whether the above have been tested as required by the Rules. | Yes | |
| * The wells are not to be included in the lengths of the tanks. | | | | | |

Order for Special Survey No. 5401

Date 17.9.19

No. 407 in builder's yard.

DATES OF SURVEYS held while building

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

Surveyor's Signature L. S. Ashank

Lloyd's Register Foundation