

With or Without

STEEL STEAMER.

Received at London Office THU OCT 28 1920

Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel *Yes*Date of completion of report *20th October 1920.* Port of *Southampton* No. *10740*
Survey held at *Southampton* Date, First Survey *18th March 1920* Last Survey *19th October 1920*On the (State if Single, Twin, or Triple Screw) *Single Screw* S.S. "GLYNARTHEN" ex "KILDRESS" Rig *Pole masts.*

| | |
|---|---------------|
| TONNAGE under Tonnage Deck... | |
| Do. between Tonnage Dk. and 3rd and 4th Dk. | |
| Total under Upper Dk. | <i>644.34</i> |
| Do. of Poop | |
| Do. of R.O. Dk. | |
| Do. of Bridge House | <i>61.21</i> |
| Do. of Forecastle | <i>25.39</i> |
| Do. of Houses on Dk. | <i>4.98</i> |
| Do. of excess of Hatchways | <i>33.53</i> |
| Do. above Crown of Engine Room | <i>22.21</i> |
| Gross Tonnage | <i>824.66</i> |
| Less Crew Space | <i>53.64</i> |
| Less above Crown of Engine Room | <i>22.21</i> |
| TONNAGE FOR FEES | <i>748.81</i> |
| Less Engine Room | <i>310.50</i> |
| Less Navigation Spaces | <i>45.44</i> |

Register Tonnage as cut on Beam ... *409.58*

| | |
|--|----------------|
| CLASS | <i>100A.1.</i> |
| Breadth (greatest moulded) | <i>29.92</i> |
| Depth, at middle of length from top of keel to top of upper deck beams at side | <i>16.39</i> |
| Transverse Number | <i>40.31</i> |
| Length on deck from fore part of stem to after part of stern post | <i>213.5</i> |
| Longitudinal Number | <i>9887</i> |
| Depth "d," at middle of length (See Secs. 2 & 13) | <i>14.89</i> |
| Proportions—Depth to Length—Upper Deck Beam at side to top of keel | <i>13.02</i> |
| Long Bridge Deck Beam at side to top of keel | <i>✓</i> |

Master *Wm Lloyd*
Year of appointment (1) As Master in service of owner of present vessel:—*1920*
(2) As Master of this vessel:—*1920*
Built at *Selby, Loughborough Southampton*
When built *1918* Launched not stated
By whom built *Booth & Sons, Ltd.*
Loughborough by John. S. Thornycroft & Co. Ltd.
Owners *Evans Jones.*
Managers
(Where necessary to be entered in Reg. Book.)
Residence *Penmount, Llandelly.*
Port belonging to *Southampton.*

Destined Voyage *Coasting*If Surveyed while Building, Afloat, or in Dry Dock *Yes*

| | | | | | | | | | | | | | | | | |
|----------------------------|------------|-------|----------|---------|-----------------|-----------|-------|-----------|---------|---|-----------|-------|-----------|---------|-----------------------------|------------|
| LENGTH on Deck as per Rule | <i>213</i> | Feet. | <i>6</i> | Inches. | BREADTH—Moulded | <i>29</i> | Feet. | <i>11</i> | Inches. | DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams | <i>14</i> | Feet. | <i>10</i> | Inches. | No. of Decks with flat laid | <i>one</i> |
| | | | | | | | | | | Do. do. do. do. Second Dk. Beams | | | | | No. of Tiers of Beams | <i>one</i> |

Ship per Register, Length *213.5* breadth *30.0* depth *15.4*

| FRAMING. | | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship |
|---|--|----------------|----------------|----------------|----------------|----------------|----------------|
| | | | | | Or as Approved | | |
| addition of <i>addition of</i> | | 6 | 3 | 50 | 6 | 3 | 44 |
| <i>addition of</i> | | 6 | 3 | 40 | 6 | 3 | 40 |
| <i>addition of</i> | | 6 | 3 1/2 | 36 | 6 | 3 1/2 | 26 |
| of Double Bottoms at Solid Floors | | 3 | 3 | 32 | 3 | 3 | 32 |
| <i>addition of</i> | | 4 | 3 | 30 | 4 | 3 | 30 |
| comes from centre to centre amidships | | 24 | | | 24 | | |
| <i>addition of</i> | | 24 | | | 24 | | |
| <i>addition of</i> | | 24 | | | 24 | | |
| " " " " " " | | 3 | 3 | 30 | 3 | 3 | 30 |
| FRAME, Angles | | 3 | 3 | 42 | 3 | 3 | 42 |
| of Double Bottoms at Solid Floors | | 5 | 5 | 48 | 5 | 5 | 48 |
| ERTANK <i>addition of</i> | | | | | | | |
| " " " " " " | | | | | | | |
| depth of girder | | 18 | | 34 | 18 | | 34 |
| depth and thickness of Floor Plate | | | | 42 | | | 42 |
| mid-line for 1/2 length amidships | | | | 30 | | | 30 |
| of Engine and Boiler Spaces | | | | | | | |
| at the ends of vessel | | | | | | | |
| at 1/2 the half breadth, as per Rule | | | | | | | |
| extended at the Bilges | | | | 34 | | | 34 |
| Cell. Double Bottoms | | | | | | | |
| be if flanged (top & bottom) | | no | | | | | |
| acing of Solid floors | | 24 | | | 24 | | |
| nter, in Dbl. bottom, depth & thickness | | 27 | | 34 | 27 | | 34 |
| Angles, Top | | 3 | 3 | 34 | 3 | 3 | 34 |
| Angles, Bottom | | 3 | 3 | 34 | 3 | 3 | 34 |
| Angles, to Floors | | 3 | 3 | 34 | 3 | 3 | 34 |
| ockets at intermdt. frmg., width & thknss | | | | | | | |
| ERS, number on each side & thickness | | one | | 50 | | | 50 |
| state if flanged (top and bottom) | | no | | | | | |
| Top in angles | | 6 | 3 1/2 | 45 | 6 | 3 1/2 | 45 |
| Angles (top and bottom) | | 4 | 3 | 34 | 4 | 3 | 34 |
| Bottom single | | 3 | 3 | 34 | 3 | 3 | 34 |
| Angles, to Floors | | 3 | 3 | 34 | 3 | 3 | 34 |
| LATE, depth (exclusive of flange) | | 27 | | 34 | 27 | | 34 |
| and thickness | | 4 | 3 | 30 | 4 | 3 | 30 |
| Angle to Outside Plating | | 6 | 6 | 37 | 6 | 6 | 37 |
| Angles, to Floors | | 6 | 6 | 37 | 6 | 6 | 37 |
| ockets at intermdt. frmg., width & thknss | | | | | | | |
| ght of Outside Brackets above at bilge | | | | | | | |
| TOM PLATING, breadth and | | | | 32 | | | 32 |
| thickness of Middle Line Strake | | | | 1 | | | 1 |
| in Engine and Boiler space | | | | | | | |
| Remainder in Holds | | | | 35 | | | 35 |
| per Deck, Single Angle, Bulb | | 6 | 3 1/2 | 38 | 6 | 3 1/2 | 32 |
| Angle, Plate, Tee Bulb, or Channel | | 6 | 3 1/2 | 32 | | | |
| way of Long Bridge | | 4 | 3 | 26 | 4 | 3 | 26 |
| acing | | 4 | 3 | 30 | 4 | 3 | 30 |
| 2nd Deck, Single Angle, Bulb | | 24 | | | 24 | | |
| Angle, Plate, Tee Bulb, or Channel | | | | | | | |
| acing | | | | | | | |
| 3rd and 4th Deck, Single Angle | | 4 | 3 | 30 | 4 | 3 | 30 |
| Angle, Plate, Tee Bulb, or Channel | | | | | | | |
| gles on upper edge | | 24 | | | | | |
| acing | | | | | | | |
| p Deck, Angle, Bulb Angle, Plate | | 6 | 3 1/2 | 32 | 6 | 3 1/2 | 32 |
| Tee Bulb, or Channel | | | | | | | |
| gles on upper edge | | | | | | | |
| acing | | 24 | | | 24 | | |
| ge Deck, Angle, Bulb Angle, Plate | | 5 | 3 | 34 | 5 | 3 | 34 |
| Tee Bulb, or Channel | | | | | | | |
| gles on upper edge | | | | | | | |
| acing | | 24 | | | 24 | | |
| castle Deck, Angle, Bulb Angle | | 5 | 3 | 34 | 5 | 3 | 34 |
| Plate, Tee Bulb, or Channel | | | | | | | |
| Angles on upper edge | | | | | | | |
| Spacing | | 24 | | | 24 | | |

| WEB FRAMES. | | | | FORGINGS or CASTINGS. | | | | ANCHORS. | | | | TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS | | | | | | | |
|---|--|--|--|---|--|--|--|---|--|--|--|--|--|--|--|---|--|--|--|
| WEB FRAMES, In Fore Body, No. and spacing | | | | KEEL, Bar, depth and thickness | | | | 1st Bower | | | | Description of Anchor | | | | | | | |
| No. of Side Stringers | | | | STEM, moulding and thickness | | | | 2nd " | | | | Makers | | | | | | | |
| WEB FRAMES, In E. & B. Space, No. and spacing | | | | STERN-POST for Rudder do. do. | | | | 3rd " | | | | Where and when tested and Superintendent | | | | | | | |
| WEB FRAMES, In After Body, No. and spacing | | | | for Propeller | | | | 4th " | | | | If plates state Name of Rudder | | | | | | | |
| No. of Side Stringers | | | | RUDDER-A x D Table 22. Speed | | | | Stream | | | | not stated | | | | | | | |
| Size of Face Angles to Web-Frames | | | | Main-Piece, diameter at head | | | | Kedge | | | | Lipton 13/9/20. W.A. Drysdale | | | | | | | |
| BRACKET PLATES to Stringers between Web Frames, depth and thickness | | | | " " at heel | | | | | | | | | | | | | | | |
| 2 | | | | 18 x 30 | | | | 1/2 x 1 5/8 | | | | 22 1 1/2 14 | | | | Palmer Type | | | |
| 18 x 30 | | | | 6 x 3 3/4 | | | | 6 1/2 x 3 3/4 | | | | 21 14 14 | | | | Jungatree | | | |
| one in recess | | | | 6 1/2 x 3 3/4 | | | | 19 4 1 14 | | | | " | | | | " | | | |
| 5 x 3 x 48 | | | | 149.5 | | | | 8 1/2 dia | | | | 60 2 | | | | " | | | |
| 42 x 34 | | | | 8 1/2 dia | | | | 2 2 1/2 | | | | 5 2 2 2 | | | | " | | | |
| 42 x 34 | | | | 7 | | | | 2 2 1/2 | | | | 2 2 1/2 | | | | " | | | |
| BULKHEADS. | | | | STIFFENERS. | | | | RUDDER, how constructed | | | | Particulars of Drop Test of Cast Steel Anchors, viz.:- | | | | Weight, Surveyor's Initials, Number of Certificate, Date of Test. | | | |
| Vessel. Rule. | | | | Horizontal. Vertical. | | | | Forging Single Plate | | | | 1st Bower | | | | 2nd " | | | |
| W.T. BULKHEADS. | | | | Can the Rudder be unshipped afloat? | | | | Thickness of Plates or Single Plate | | | | 3rd " | | | | 4th " | | | |
| " COLLISION " | | | | Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.? | | | | Yes | | | | Yorger | | | | " | | | |
| PARTITION " | | | | Plates, Plating, &c.? | | | | South Durham, Consell, Palmers | | | | | | | | | | | |
| LONGITUDINAL. | | | | Bargo Fleet, Fong, Gato, & Colville | | | | | | | | | | | | | | | |
| Are the outside Plates doubled two spaces of Frames in length? | | | | Yes | | | | Has the Steel been tested as required by the Rules? | | | | Yes | | | | | | | |
| Are the Staircase and Watertight Door in efficient working order? | | | | Yes | | | | | | | | | | | | | | | |
| PLATING. | | | | RIVETING. | | | | | | | | | | | | | | | |
| AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | | | EDGES. | | | | BUTTS. | | | | | | | |
| STRAKES. | | | | AMIDSHIP. | | | | Single or Double. | | | | Double or Single. | | | | If LAPPED. | | | |
| FLAT PLATE KEEL. | | | | 48 | | | | 48 | | | | 48 | | | | 48 | | | |
| GARBOARD OF A Strake | | | | 40 | | | | 40 | | | | 40 | | | | 40 | | | |
| State actual thickness in way of Double Bottom. | | | | 40 | | | | 40 | | | | 40 | | | | 40 | | | |
| Sheer | | | | 51 | | | | 51 | | | | 51 | | | | 51 | | | |
| G | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| H | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| J | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| K | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| L | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| M | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| N | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| O | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| P | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| Q | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| R | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| S | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| T | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| U | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| V | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| W | | | | 56 | | | | 56 | | | | 56 | | | | 56 | | | |
| THICKNESS OF STRAKE | | | | 28 | | | | 28 | | | | 28 | | | | 28 | | | |
| CLEAR OF LONG BRIDGE | | | | 28 | | | | 28 | | | | 28 | | | | 28 | | | |
| Do. OF STRAKE BELOW | | | | 28 | | | | 28 | | | | 28 | | | | 28 | | | |
| DELT. of Flat Plate Keel | | | | 28 | | | | 28 | | | | 28 | | | | 28 | | | |
| Sheerstrakes | | | | 28 | | | | 28 | | | | 28 | | | | 28 | | | |
| Length and thickness | | | | 28 | | | | 28 | | | | 28 | | | | 28 | | | |
| POOP SIDES | | | | 28 | | | | 28 | | | | 28 | | | | 28 | | | |
| SHORT BRIDGE SIDES | | | | 28 | | | | 28 | | | | 28 | | | | 28 | | | |
| FORECASTLE SIDES | | | | 28 | | | | 28 | | | | 28 | | | | 28 | | | |
| Upper Deck | | | | Butts, riveted for half length amidship. | | | | Butts of Side Stringers | | | | riveted. | | | | | | | |
| Stringer Plate | | | | Straps, single, double or overlapped for full length amidship. | | | | Tie Plates | | | | riveted. | | | | | | | |
| Second Deck | | | | Butts, riveted for half length amidship. | | | | Inner Bottom Plating, riveting of Edges | | | | riveted. | | | | | | | |
| Stringer Plate | | | | Straps, single or overlapped for half length amidship. | | | | Centre Girder Butts | | | | riveted. | | | | | | | |
| | | | | | | | | Frames, riveted through Plates with | | | | riveted. | | | | | | | |
| | | | | | | | | Rivets, state whether Iron or Steel | | | | riveted. | | | | | | | |
| FRAMES extend in one length from | | | | Keel to bilge on deck. | | | | State if ordinary or jogged | | | | ordinary | | | | | | | |
| REVERSED FRAMES on floors and frames extend from | | | | across floors. margin to margin in R. B. Tank | | | | State if ordinary or jogged | | | | ordinary | | | | | | | |
| MASTS, SPARS, &c. | | | | | | | | | | | | | | | | | | | |
| LOWER MASTS. | | | | Fore | | | | Steel | | | | 46-2 | | | | 15 1/2 | | | |
| | | | | Main | | | | " | | | | 32-9 | | | | 14 1/2 | | | |
| | | | | Mizen | | | | " | | | | | | | | | | | |
| Bowsprit | | | | | | | | | | | | | | | | | | | |
| Topmasts, Yards and Remainder of | | | | Spars | | | | Patch Pine derricks | | | | | | | | | | | |
| Rigging, Material and Size, Shrouds | | | | S.W.R. 3 a side 3" | | | | Stays | | | | S.W.R. 3", Backstay 2 1/2" | | | | | | | |
| Sails. | | | | Suit of | | | | | | | | | | | | | | | |

| EQUIPMENT No. | | | | LETTER | | | | ANCHORS. | | | | TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS | | | |
|---|--|--|--|---|--|--|--|--|--|--|--|---|--|--|--|
| Number of Certificate. | | | | WEIGHT, EX. STOCK. | | | | TEST, PER CERTIFICATE. | | | | WEIGHT REQUIRED BY TABLE 31. | | | |
| Anchors. | | | | Cwts. qrs. lbs. | | | | Tons. cwt. qrs. lbs. | | | | Description of Anchor. | | | |
| 54524 | | | | 21 2 10 | | | | 22 1 1/2 14 | | | | Palmer Type | | | |
| 54523 | | | | 21 0 18 | | | | 21 14 14 | | | | " | | | |
| 54522 | | | | 18 1 0 | | | | 19 4 1 14 | | | | " | | | |
| 55305 | | | | 61 0 0 | | | | 60 2 | | | | " | | | |
| 55308 | | | | 5 3 10 | | | | 8 2 3 7 | | | | " | | | |
| Kedge | | | | 2 2 1/2 | | | | 5 2 2 2 | | | | " | | | |
| Particulars of Drop Test of Cast Steel Anchors, viz.:- | | | | 1st Bower | | | | 2nd " | | | | 3rd " | | | |
| Weight, Surveyor's Initials, Number of Certificate, Date of Test. | | | | Yorger | | | | " | | | | " | | | |
| CHAIN CABLES. | | | | HAWERS AND WARPS. | | | | | | | | | | | |
| Number of Certificate. | | | | Length and size supplied. | | | | Length and size per Table 31. | | | | Description. | | | |
| 54861 | | | | 210 1 3/4 34 | | | | 210 1 3/4 34 | | | | Shrink not stated | | | |
| 55302 | | | | 2 shackles 34 | | | | 210 1 3/4 34 | | | | Shrink not stated | | | |
| Iron, Steam Chain or Steel Wire | | | | 60 3/4 22 | | | | 60 3/4 22 | | | | " | | | |
| Boats | | | | Two - 20'0" | | | | Steering Gear, Steam | | | | Steering Gear, Hand | | | |
| Pumps, Number | | | | 1 Monton 1 Hand | | | | Diameter of Barrel 5" | | | | State whether they are in efficient working order | | | |
| Windlass is | | | | Emmerson Walker Thompson 2 1/2" | | | | Capstan | | | | " | | | |
| Engine Room Skylights.-How constructed? | | | | Plates ranged | | | | What arrangements for deadlights in bad weather? | | | | Bulls eyes in plates quadrants | | | |
| Coal Bunker Openings.-How constructed? | | | | Plates ranged | | | | How are lids secured? | | | | Bolt - Bolt | | | |
| Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. | | | | 4 Scuppers. 1 1/2" x 14" each side, open | | | | Height above deck? | | | | 3'-9" above casing top. | | | |
| Ceiling in Holds, thickness and material | | | | 2 1/2" W.P. | | | | Cargo Battsens, thickness and material | | | | none fitted. | | | |
| Cargo Hatchways.-How formed? | | | | Plates ranged | | | | Hatches, if strong and efficient? | | | | Yes | | | |
| State size No. 1 Hatch (Forward) | | | | 15'11" x 15'11" - 12'6" | | | | No. 2 Hatch | | | | 4'0" x 18'2" | | | |
| Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch | | | | 3 in No. 1 Hatch; 9 in No. 2 Hatch; 2 in No. 3 Hatch | | | | No. 3 Hatch | | | | 14'0" x 12'1" - 16'0" | | | |
| No. of Breasthooks | | | | Three | | | | No. of Crutches | | | | Deep Floors. | | | |
| Bulwarks, height above deck and description | | | | 8'6" x 25" steel plate | | | | Main Rail, material and size | | | | 7" x 3" x 35" B. Angls. | | | |
| The foregoing is a correct description. | | | | | | | | Surveyor's Signature | | | | John. A. Lawson. | | | |
| Builder's Signature (here only) | | | | | | | | Surveyor to Lloyd's Register of Shipping. | | | | | | | |
| Correspondence.-State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) | | | | Jan. 17. 24. | | | | | | | | | | | |
| Feb. 9. 13. 17. 27. March 12. April 15. 23. May 15. Oct. 11. | | | | | | | | | | | | | | | |
| Workmanship. Are the butts of plating planed or otherwise fitted? | | | | Planed. | | | | | | | | | | | |
| Is the riveted work properly closed? | | | | Yes. | | | | | | | | | | | |
| Are the liners between the frames and plates solid single pieces? | | | | Yes | | | | Do the holes for riveting plate to frames, butt straps, or plate | | | | | | | |
| to plate, &c., conform well to each other? | | | | Yes | | | | Are the rivet holes well and sufficiently countersunk in the plate and punched | | | | | | | |
| from the facing surfaces? | | | | Yes. | | | | Do any rivets break into or through the seams or butts of the plating? | | | | Yes. a few. | | | |
| Are the butts of plating, stringers, &c., properly shifted and strapped? | | | | Yes. | | | | State results of tests | | | | Satisfactory | | | |
| 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 | | | | | | | | | | | |
| General Remarks (State quality of workmanship, &c.) | | | | This vessel has been built under Special Survey, in accordance with the approved plan, the Secretary's letters referred to above and in general conformity with the rules for the class contemplated, and has been strengthened 4 1/2". The added portion being forward of the aft hold bulkhead. | | | | | | | | | | | |
| | | | | The materials and workmanship are sound and good, the vessel was originally the "KILDRESS" class of A.1. for Government Service. | | | | | | | | | | | |
| Sister Vessels | | | | S. S. WATKIN. Son. rept N° 10559. | | | | | | | | | | | |
| | | | | S. S. PORTHMINSTER. " N° 10696 | | | | | | | | | | | |
| | | | | S. S. KENRHOS. " N° 10733. | | | | | | | | | | | |
| The approved plans were forwarded with the first entry of S. S. Porthminster. | | | | | | | | | | | | | | | |
| 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 | | | | £ 17/10/1920. | | | | Fees applied for, | | | | | | | |
| Special Survey Fee | | | | £ 31 : 10 | | | | Received by me, | | | | Certificate to be sent to | | | |
| Travelling Expenses, if any | | | | £ 5/10/1920 | | | | 5/10/1920 | | | | Date of issue | | | |
| State whether the Vessel has been built under Special Survey | | | | Yes. | | | | | | | | | | | |
| I am of opinion this Vessel should be Classed | | | | 100 A.1. with not. less. 10. 20 | | | | John. A. Lawson. | | | | | | | |
| With, or without Freeboard, as condition of Class | | | | without Freeboard | | | | Surveyor to Lloyd's Register of Shipping. | | | | | | | |
| Committee's Minute | | | | TUE. NOV. 9 1920 | | | | | | | | | | | |
| Character assigned | | | | Amend class to 100 A.1. | | | | | | | | | | | |
| | | | | Len 20 | | | | Cargo battens not fitted | | | | | | | |
| | | | | John. A. Lawson (m) | | | | | | | | | | | |
| | | | | TUE. JAN. 30 1923 | | | | | | | | | | | |
| | | | | Deferred for | | | | | | | | | | | |
| | | | | Moby Curvey | | | | | | | | | | | |
| | | | | Write over 20. 5. 23. | | | | | | | | | | | |
| | | | | John. A. Lawson | | | | | | | | | | | |
| | | | | TUE. SEP. 4 1923 | | | | | | | | | | | |
| | | | | FRI. 1 JUN. 1923 | | | | | | | | | | | |

PARTICULARS OF BULKHEADS.

| On frame N ^o | Thickness | Horizontal Stiff | Vertical Stiff | Spacing | Frames |
|-------------------------|-----------|-------------------|--|---------|----------|
| 6 ✓ | .50-.26 ✓ | — | 6 x 3½ x 32 angle ✓ | 30" ✓ | Single ✓ |
| 16/19 ✓ | .36-.26 ✓ | W.T. FLAT ✓ | 5 x 3 x 38 " ✓ + 3½ x 3 x 30 " ✓ | " ✓ | " ✓ |
| 43 ✓ | .42-.26 ✓ | — | 6 x 3½ x 36 " ✓ | " ✓ | " ✓ |
| 81 ✓ | .36-.26 ✓ | — | + 7 x 3 x 35 B.A. ✓ 6 x 3½ x 50 angle ✓ | " ✓ | " ✓ |
| 99 ✓ | .30-.26 ✓ | 7 x 3 x 46 B.A. ✓ | 6 x 3 x 44 B.A. ✓ | 24" ✓ | " ✓ |
| 102 ✓ | .38-.26 ✓ | — | 6 x 3½ x 50 angle ✓ + 4 x 3 x 44 " ✓ | 24" ✓ | " ✓ |

John. A. Lowson

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge 43.5 ft., Forecastle 26.25 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 should appear in the Register Book) *one deck (steel) no sparring fitted.*

Official No. 145328 ; Signal Letters _____ State if Machinery is fitted aft *no.*

How are the surfaces preserved from oxidation? Inside *sement + 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. 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, | 26 | 20 | Deep tank, aft, | ✓ | |
| Double bottom, if under Boilers only, | ✓ | | Deep tank, forward, | 42 | 100 |
| Double bottom, forward, | ✓ | | Other tanks, if fitted, | ✓ | |
| Total capacity of double bottom | | 20 | (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. ✓

Date 24th Jan. 1920.

No. ✓ in builder's yard.

DATES of Surveys held while building

March 18. Apr. 8, 20, 28, May 1, 13, 17, 18, 27, 29, June 2, 4, 8, 10, 15, 19, 25, 28, July 7, 9, 16, Aug. 17, 18, 26, 30, 31, Sept. 3, 6, 20, 30, Oct. 4, 5, 7, 8, 12, 15, 18, 19

Total No. of Visits 39.

Surveyor's Signature John. A. Lowson

Lloyd's Register Foundation