





WEB FRAMES. In Fore Body No. and spacing. No. of Side Stringers. WEB FRAMES, In E. & B. Space, No. & spacing. No. of Side Stringers. BRACKET PLATES to Stringers between Web Frames, depth and thickness. BULKHEADS. STIFFENERS. COLLISION PARTITION. LONGITUDINAL. PLATING. STRAKES. RIVETING. BUTTS. Upper Deck Stringer Plate. Second Deck Stringer Plate. FRAMES extend in one length from middle line to tunnel recess. REVERSED FRAMES on floors and frames extend from middle line to tank top line in fore hold. MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails.

EQUIPMENT No. 35504. LETTER Z. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. Number of Certificate. Anchors. WEIGHT, EX. STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQUIRED BY TABLE 31. Description of Anchor. Makers. Where and when tested and Superintendent. PARTICULARS OF DROP TEST OF Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear, Steam. Steering Gear, Hand. Pumps, Number. Windlass is. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. No. of Breasthooks. No. of Crutches. Bulwarks, height above deck and description. The foregoing is a correct description. Builder's Signature (here only). Correspondence. 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 surfaces? 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)? General Remarks (State quality of workmanship, &c.). The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. Lloyd's Register Foundation.



# PARTICULARS OF LONGITUDINAL FRAMING.

GENERAL RE

FRAMING.

Framing of  $\frac{1}{2}$ , L or C .....  
Frames in Bridge 'tween Decks ...  
Frames from Uppermost Continuous Deck

Framing from Awnings, Shelter or Upper Deck to Margin Plate.

| AMIDSHIPS, THROUGHOUT OIL TANKS. In Ship. | ENDS. E & B SPACE |                 |                 | AMIDSHIPS, THROUGHOUT OIL TANKS. Per Rule or as approved. | ENDS. E & B SPACE |                 |          | RIVETING. IN OIL TANKS. Rivets in Longitudinal Frames. Diam. Spacing. | Rivets in Brackets to Bulkheads. Number. Diam. |
|---|-------------------|-----------------|-----------------|---|-------------------|-----------------|----------|---|--|
|   | In. Ins.          | In. Ins.        | In. Ins.        |   | In. Ins.          | In. Ins.        | In. Ins. |   |  |
| Framing of $\frac{1}{2}$ , L or C         | L                 | $\frac{1}{2}$   | C               | L   | L                 | $\frac{1}{2}$   | C        |   |  |
| Frames in Bridge 'tween Decks             | 9                 | 3 $\frac{1}{2}$ | 44              | 9   | 3 $\frac{1}{2}$   | 44              | 9        | 3 $\frac{1}{2}$   | 44   |
| Frames from Uppermost Continuous Deck     | No. 1             |                 |                 |   |                   |                 |          |   |  |
|   | No. 2             |                 |                 |   |                   |                 |          |   |  |
|   | No. 3             |                 |                 |   |                   |                 |          |   |  |
|   | No. 4             |                 |                 |   |                   |                 |          |   |  |
|   | No. 5             | 10              | 3 $\frac{1}{2}$ | 44  | 9                 | 3 $\frac{1}{2}$ | 44       | 7/8   | 5 $\frac{1}{2}$                                |
|   | No. 6             |                 |                 |   |                   |                 |          |   |  |
|   | No. 7             |                 |                 |   |                   |                 |          |   |  |
|   | No. 8             | 12              | 3 $\frac{1}{2}$ | 50  | 10                | 3 $\frac{1}{2}$ | 44       | 3 $\frac{1}{2}$   | 5 $\frac{1}{2}$                                |
|   | No. 9             |                 |                 |   |                   |                 |          |   |  |
|   | No. 10            |                 |                 |   |                   |                 |          |   |  |
|   | No. 11            |                 |                 |   |                   |                 |          |   |  |
|   | No. 12            | 15              | 4               | 63  | 15                | 4               | 63       | 3 $\frac{1}{2}$   | 5 $\frac{1}{2}$                                |
|   | No. 13            |                 |                 |   |                   |                 |          |   |  |
|   | No. 14            |                 |                 |   |                   |                 |          |   |  |
|   | No. 15            | 15              | 4               | 63  | 9                 | 3 $\frac{1}{2}$ | 44       | 7/8   | 5 $\frac{1}{2}$                                |
|   | No. 16            |                 |                 |   |                   |                 |          |   |  |
| Spacing of Longitudinal Frames            | Amidships         | 30              |                 | 30  | 30                |                 | 30       |   |  |
|   | At Ends           | 30              |                 | 30  | 30                |                 | 30       |   |  |

Double Bottoms } Tank Top Longitudinals  
L, L or C } Bottom  
Spacing of Longitudinals } Amidships  
} At Ends...

Transverses.

In Bridge 'tween Decks { Depth and Thickness  
Face Angle  
Lugs to Shell  
In Awnings, Shelter or Upper 'tween Decks. { Depth and Thickness  
Face Angles  
Lugs to Shell  
In Hold. { Depth and Thickness  
Face Angles  
Lugs to Shell  
Brackets

Spacing of Transverse Frames .....  
\* State if joggled or liners.

Longitudinal Beams of  $\frac{1}{2}$ , L or C  
Bridge Deck ...  
TRUNK Awg. or Shldr. Dk.  
Upper  
Second  
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.

5c.3.17.—T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 49.5 ft., R.Q.D. ft., Bridge 121.0 ft., Forecastle 39.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *poop and foreccastle are joined to bridge by a 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 it should appear in the Register Book) *10 (STL) 2nd B & WED FRAMES, PART LONGITUDINAL & TRANSVERSE FRAMES.*

Official No. *142,731*; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft *NO.*

How are the surfaces preserved from oxidation? Inside *Cement in peaks, E & B tanks and bilges, Bituminous enamel in coal bunkers (nothing on Oil tanks)* 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, <i>none.</i>                      |               |                       | Fore peak tank, <i>none</i>                            |               |                       |
| Double bottom, under Engines and Boilers, <i>59.1</i> |               | <i>251</i>            | After peak tank, <i>none</i>                           |               |                       |
| Double bottom, if under Engines only, <i>✓</i>        |               |                       | Deep tank, aft, <i>none</i>                            |               |                       |
| Double bottom, if under Boilers only, <i>✓</i>        |               |                       | Deep tank, forward, <i>none</i>                        |               |                       |
| Double bottom, forward, <i>49.8</i>                   |               | <i>67</i>             | Other tanks, if fitted, <i>✓</i>                       |               |                       |
| Total capacity of double bottom                       |               | <i>318</i>            | (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. *5347*

Date

*12.6.18*

No.

*673* in builder's yard.

DATES OF SURVEYS held while building

*1918 Jan 15 22 29 Feb 19 28 Mar 7 11 18 Apr 4 5 9 12 23 May 2 14 22 31 Jun 12 18 25 Jul 4 12 2 Aug 8 27 29 Sep 5 10 11 13 17 20 27 Oct 12 3 4 7 9 10 11 14 15 17 24 31 Nov 4 8 18 20 21 26 27 28 29 Dec 3 4 5 6*

Total No. of Visits

*59*

Surveyor's Signature

*D. E. Cuthall*

Lloyd's Register Foundation