

With ~~or Without~~
Disconnected Erections.

REC'D NEW YORK May 2 1919 (33447)
STEEL STEAMER.

Received at London Office

Date of completion of report 30th April 1919
Survey held at Hog Island Pa

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

Port of Philadelphia
Date, First Survey 15th April 1918 Last Survey 29th April 1919

No. 3220

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

TONNAGE under 4739.82

Tonnage Deck 4739.82

Do. between Tonnage Dk. 148.83

and 3rd and 4th Dk. 440.49

Total under Upper Dk. 4739.82

Do. of Poop 207.82

Do. of R.Q. Dk. 52.30

Do. of Bridge House 115.32

Do. of Houses on Dk. 5784.32

Do. of excess of Hatchways 1850.98

Do. above Crown of Engine Room 118.58

Gross Tonnage 5784.32

Less Crew Space 301.76

Less above Crown of Engine Room 115.32

TONNAGE FOR FEES 5784.32

Less Engine Room 1850.98

Less Navigation Spaces 118.58

Register Tonnage 3513

CLASS 100.A.1

Breadth (greatest moulded) 54'0"

Depth, at middle of length from top of keel to top of upper deck beams at side 32'0"

Transverse Number 84.0

Length on deck from fore part of stem to after part of stern post 390.0

Longitudinal Number 32760

Depth "d," at middle of length (See Secs. 2 & 13) 19.0

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.187

Long Bridge Deck Beam at side to top of keel 9.75

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock Yes

Master G. H. Loveland

Year of appointment 1919

Built at Hog Island Pa.

When built 1919 Launched 27th Dec. 1918

By whom built American International Corp.

Owners The United States Shipping Board

Emergency Fleet Corporation

Managers

Residence Washington D.C.

Port belonging to Philadelphia

TH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
Rule	390	0	Moulded	54	0	Top of Floors to top of Upper Dk. Beams	28	0	2
						Do. do. do. do. Second Dk. Beams	19	0	2
Moulded depth, ft. 40 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 11. ins.									
Moulded depth, ft. 32 ins. 0 To Upper Dk. Dk. Beam, Actual 11. ins.									
ions of Ship per Register, Length 390 breadth 54'2 depth 27'6									
FRAMING.									
IE, Angles, Bars amidships	12	3.175	30	12	3.175	30			
in peaks	10	3.45	24.3	10	3.45	24.3			
in way of Double Bottoms at Solid Floors	3	3 1/2	.437	3	3 1/2	.437			
at intermdt. Bkts.	8	3 1/2	.56	8	3 1/2	.56			
g of Frames from centre to centre amidships	27			27					
length to Collision bulkhead	27			27					
in peaks	24			24					
ERSED FRAME, Angles in Peaks	4	3 1/2	7/16	4	3 1/2	7/16			
in way of Double Bottoms at Solid Floors	3	3 1/2	.437	3	3 1/2	.437			
at intermdt. Bkts.	8	3 1/2	.56	8	3 1/2	.56			
MING, depth of girder	12	10		12	10				
ORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships									
in way of Engine and Boiler Spaces									
thickness at the ends of vessel									
depth at 1/2 the half breadth, as per Rule									
height extended at the Bilges									
ORS in Cell. Double Bottoms	38	.437E	.50B	38	.437E	.50B			
state if flanged (top & bottom)	10			10					
Spacing of Solid floors	81	27E	From 3/5 to CBH	81	27E	From 3/5 to CBH			
ITRE GIRDER, in Dbl. bottom, dpth. & thkness	48	.50	.56B	48	.50	.56B			
Angles, Top	3 1/2	3 1/2	.625B	3 1/2	3 1/2	.625B			
Bottom	4	1	.687	4	1	.687			
to Floors	3 1/2	3	.50B	3 1/2	3	.50B			
Brackets at intermdt. frmg., wdth & thkness	42	.38	.50B	42	.38	.50B			
DE GIRDERS, number on each side & thickness	20.38	.437E	.50B	20.38	.437E	.50B			
state if flanged (top and bottom)	10			10					
Angles (top and bottom)	3 1/2	3 1/2	.50B	3 1/2	3 1/2	.50B			
to Floors	3	3	.50B	3	3	.50B			
RGIN PLATE, depth (exclusive of flange) and thickness	5	5	.50	5	5	.50			
Angle to Outside Plating	5	5	.50	5	5	.50			
Floors	3	3	.50B	3	3	.50B			
Brackets at intermdt. frmg., wdth & thkness	72	.375	.50B	72	.375	.50B			
Height of Outside Brackets above at bilge	37 1/2	.50		37 1/2	.50				
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	72	.50		72	.50				
in Engine and Boiler space	.50E	.562B		.50E	.562B				
Remainder in Holds	.437			.437					
LAWS, Upper Deck, Single Angle, Bulb Angle, Plate, Top Bulb Angle Channel	10	3.3	21.7	10	3.3	21.7			
In way of Long Bridge	10	3.3	21.7	10	3.3	21.7			
Spacing	27			27					
LAWS, Second Deck, Single Angle, Bulb Angle, Plate, Top Bulb Angle Channel	12	3	25	12	3	25			
Spacing	27			27					
LAWS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Top Bulb Angle Channel									
Angles on upper edge									
Spacing									
LAWS, Poop Deck, Single Angle, Bulb Angle, Plate, Top Bulb Angle Channel	7	3.4	18.6	7	3.4	18.6			
Angles on upper edge									
Spacing	27			27					
LAWS, Bridge Deck, Single Angle, Bulb Angle, Plate, Top Bulb Angle Channel	10	3.3	21.7	10	3.3	21.7			
Angles on upper edge									
Spacing	27			27					
LAWS, Forecastle Deck, Single Angle, Bulb Angle, Plate, Top Bulb Angle Channel	10	3.3	21.7	10	3.3	21.7			
Angles on upper edge									
Spacing	27			27					

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

WEB FRAMES.

WEB-FRAMES, In Fore Body, No. and spacing
" " " " brdth. & thickness
" " " " No. of Side Stringers
WEB-FRAMES, In E. & B. Space, No. & spacing
" " " " brdth. & thickness
WEB-FRAMES, In After Body, No. and spacing
" " " " brdth. & thickness
" " " " No. of Side Stringers
BRACKET PLATES to Stringers between Web Frames, depth and thickness.

BULKHEADS.

Number, Thickness, Stiffeners, Single or Double Frames, Height up, state deck.

FORGINGS or CASTINGS.

KEEL, Bar, depth and thickness
STEM, moulding and thickness
STERN-POST for Rudder do. do.
" " " " for Propeller
RUDDER—A x D* Table 22. Speed
" " " " Main-Piece, diameter at head
" " " " at heel

RUDDER, how constructed
" " " " Thickness of Plates or Single Plate
Can the Rudder be unshipped about?
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.
Has the Steel been tested as required by the Rules?

PLATING.

STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS.

RIVETING.

Ordinary or Joggled? Rivets. Double or Treble and for what Length. Rivets. STRAPS. IF LAPPED.

FRAMES extend in one length from **Center Line** to **Margin**, & from **Margin** to **Margin**. State if ordinary or joggled. **Ordinary**
REVERSED FRAMES on floor and frames extend from **Center Line** to **Margin** to **Margin** and **Margin** to **Margin**. State if ordinary or joggled. **Ordinary**

MASTS, SPARS, &c.

LOWER MASTS. Fore Main Mast. Material. Total Length. At Partners. Hoel. Hoonds. Head. No. of Plates in round. ANGLES. Riveting.

Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails.

EQUIPMENT No. 35095 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 21. Description of Anchor. Makers. Where and when tested and Superintendent.

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate. Length and size supplied. Test per Certificate. WEIGHT OF CHAIN CABLE. Length and size per Table 21. 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 21.

Boats. 4. 24 ft. Steel Boats & 1 Wood. Steering Gear, Steam by Lym. Eng. Co. Steering Gear, Hand by Lym. Eng. Co.
Pumps, Number 2. Diameter of Barrel 5 1/2". State whether they are in efficient working order.
Windlass is Steam by McLand Geo. Capstan Steam, by Hyde Windlass Co.
Engine Room Skylights. How constructed? Steel Plate & Angles. What arrangements for deadlights in bad weather? Steel Plate with Roll Up.
Bunker Openings. How constructed? Steel Plate & Angles. How are lids secured? Height above deck?
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 each side. Cargo Batches, thickness and material 6" x 2" Spruce.
Ceiling in Holds, thickness and material 3/4" Spruce on 2" joists. Hatches, If strong and efficient? Yes.
Cargo Hatchways. How formed? Steel Plate & Angles. No. 1 Hatch (Forward) 26'0" x 24'0". No. 2 Hatch 31'4" x 24'0". No. 3 Hatch 15'9" x 18'0". No. 4 Hatch 31'4" x 24'0". No. 5 Hatch 15'9" x 18'0".
State size No. 1 Hatch (Forward) 26'0" x 24'0". No. 2 Hatch 31'4" x 24'0". No. 3 Hatch 15'9" x 18'0". No. 4 Hatch 31'4" x 24'0". No. 5 Hatch 15'9" x 18'0".
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 1 No. 15, 2 No. 15, 3 No. 24, 4 No. 24, 5 No. 24, 6 No. 24, 7 No. 24, 8 No. 24, 9 No. 24, 10 No. 24, 11 No. 24, 12 No. 24, 13 No. 24, 14 No. 24, 15 No. 24, 16 No. 24, 17 No. 24, 18 No. 24, 19 No. 24, 20 No. 24, 21 No. 24, 22 No. 24, 23 No. 24, 24 No. 24, 25 No. 24, 26 No. 24, 27 No. 24, 28 No. 24, 29 No. 24, 30 No. 24, 31 No. 24, 32 No. 24, 33 No. 24, 34 No. 24, 35 No. 24, 36 No. 24, 37 No. 24, 38 No. 24, 39 No. 24, 40 No. 24, 41 No. 24, 42 No. 24, 43 No. 24, 44 No. 24, 45 No. 24, 46 No. 24, 47 No. 24, 48 No. 24, 49 No. 24, 50 No. 24, 51 No. 24, 52 No. 24, 53 No. 24, 54 No. 24, 55 No. 24, 56 No. 24, 57 No. 24, 58 No. 24, 59 No. 24, 60 No. 24, 61 No. 24, 62 No. 24, 63 No. 24, 64 No. 24, 65 No. 24, 66 No. 24, 67 No. 24, 68 No. 24, 69 No. 24, 70 No. 24, 71 No. 24, 72 No. 24, 73 No. 24, 74 No. 24, 75 No. 24, 76 No. 24, 77 No. 24, 78 No. 24, 79 No. 24, 80 No. 24, 81 No. 24, 82 No. 24, 83 No. 24, 84 No. 24, 85 No. 24, 86 No. 24, 87 No. 24, 88 No. 24, 89 No. 24, 90 No. 24, 91 No. 24, 92 No. 24, 93 No. 24, 94 No. 24, 95 No. 24, 96 No. 24, 97 No. 24, 98 No. 24, 99 No. 24, 100 No. 24, 101 No. 24, 102 No. 24, 103 No. 24, 104 No. 24, 105 No. 24, 106 No. 24, 107 No. 24, 108 No. 24, 109 No. 24, 110 No. 24, 111 No. 24, 112 No. 24, 113 No. 24, 114 No. 24, 115 No. 24, 116 No. 24, 117 No. 24, 118 No. 24, 119 No. 24, 120 No. 24, 121 No. 24, 122 No. 24, 123 No. 24, 124 No. 24, 125 No. 24, 126 No. 24, 127 No. 24, 128 No. 24, 129 No. 24, 130 No. 24, 131 No. 24, 132 No. 24, 133 No. 24, 134 No. 24, 135 No. 24, 136 No. 24, 137 No. 24, 138 No. 24, 139 No. 24, 140 No. 24, 141 No. 24, 142 No. 24, 143 No. 24, 144 No. 24, 145 No. 24, 146 No. 24, 147 No. 24, 148 No. 24, 149 No. 24, 150 No. 24, 151 No. 24, 152 No. 24, 153 No. 24, 154 No. 24, 155 No. 24, 156 No. 24, 157 No. 24, 158 No. 24, 159 No. 24, 160 No. 24, 161 No. 24, 162 No. 24, 163 No. 24, 164 No. 24, 165 No. 24, 166 No. 24, 167 No. 24, 168 No. 24, 169 No. 24, 170 No. 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254 No. 24, 255 No. 24, 256 No. 24, 257 No. 24, 258 No. 24, 259 No. 24, 260 No. 24, 261 No. 24, 262 No. 24, 263 No. 24, 264 No. 24, 265 No. 24, 266 No. 24, 267 No. 24, 268 No. 24, 269 No. 24, 270 No. 24, 271 No. 24, 272 No. 24, 273 No. 24, 274 No. 24, 275 No. 24, 276 No. 24, 277 No. 24, 278 No. 24, 279 No. 24, 280 No. 24, 281 No. 24, 282 No. 24, 283 No. 24, 284 No. 24, 285 No. 24, 286 No. 24, 287 No. 24, 288 No. 24, 289 No. 24, 290 No. 24, 291 No. 24, 292 No. 24, 293 No. 24, 294 No. 24, 295 No. 24, 296 No. 24, 297 No. 24, 298 No. 24, 299 No. 24, 300 No. 24, 301 No. 24, 302 No. 24, 303 No. 24, 304 No. 24, 305 No. 24, 306 No. 24, 307 No. 24, 308 No. 24, 309 No. 24, 310 No. 24, 311 No. 24, 312 No. 24, 313 No. 24, 314 No. 24, 315 No. 24, 316 No. 24, 317 No. 24, 318 No. 24, 319 No. 24, 320 No. 24, 321 No. 24, 322 No. 24, 323 No. 24, 324 No. 24, 325 No. 24, 326 No. 24, 327 No. 24, 328 No. 24, 329 No. 24, 330 No. 24, 331 No. 24, 332 No. 24, 333 No. 24, 334 No. 24, 335 No. 24, 336 No. 24, 337 No. 24, 338 No. 24, 339 No. 24, 340 No. 24, 341 No. 24, 342 No. 24, 343 No. 24, 344 No. 24, 345 No. 24, 346 No. 24, 347 No. 24, 348 No. 24, 349 No. 24, 350 No. 24, 351 No. 24, 352 No. 24, 353 No. 24, 354 No. 24, 355 No. 24, 356 No. 24, 357 No. 24, 358 No. 24, 359 No. 24, 360 No. 24, 361 No. 24, 362 No. 24, 363 No. 24, 364 No. 24, 365 No. 24, 366 No. 24, 367 No. 24, 368 No. 24, 369 No. 24, 370 No. 24, 371 No. 24, 372 No. 24, 373 No. 24, 374 No. 24, 375 No. 24, 376 No. 24, 377 No. 24, 378 No. 24, 379 No. 24, 380 No. 24, 381 No. 24, 382 No. 24, 383 No. 24, 384 No. 24, 385 No. 24, 386 No. 24, 387 No. 24, 388 No. 24, 389 No. 24, 390 No. 24, 391 No. 24, 392 No. 24, 393 No. 24, 394 No. 24, 395 No. 24, 396 No. 24, 397 No. 24, 398 No. 24, 399 No. 24, 400 No. 24, 401 No. 24, 402 No. 24, 403 No. 24, 404 No. 24, 405 No. 24, 406 No. 24, 407 No. 24, 408 No. 24, 409 No. 24, 410 No. 24, 411 No. 24, 412 No. 24, 413 No. 24, 414 No. 24, 415 No. 24, 416 No. 24, 417 No. 24, 418 No. 24, 419 No. 24, 420 No. 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754 No. 24, 755 No. 24, 756 No. 24, 757 No. 24, 758 No. 24, 759 No. 24, 760 No. 24, 761 No. 24, 762 No. 24, 763 No. 24, 764 No. 24, 765 No. 24, 766 No. 24, 767 No. 24, 768 No. 24, 769 No. 24, 770 No. 24, 771 No. 24, 772 No. 24, 773 No. 24, 774 No. 24, 775 No. 24, 776 No. 24, 777 No. 24, 778 No. 24, 779 No. 24, 780 No. 24, 781 No. 24, 782 No. 24, 783 No. 24, 784 No. 24, 785 No. 24, 786 No. 24, 787 No. 24, 788 No. 24, 789 No. 24, 790 No. 24, 791 No. 24, 792 No. 24, 793 No. 24, 794 No. 24, 795 No. 24, 796 No. 24, 797 No. 24, 798 No. 24, 799 No. 24, 800 No. 24, 801 No. 24, 802 No. 24, 803 No. 24, 804 No. 24, 805 No. 24, 806 No. 24, 807 No. 24, 808 No. 24, 809 No. 24, 810 No. 24, 811 No. 24, 812 No. 24, 813 No. 24, 814 No. 24, 815 No. 24, 816 No. 24, 817 No. 24, 818 No. 24, 819 No. 24, 820 No. 24, 821 No. 24, 822 No. 24, 823 No. 24, 824 No. 24, 825 No. 24, 826 No. 24, 827 No. 24, 828 No. 24, 829 No. 24, 830 No. 24, 831 No. 24, 832 No. 24, 833 No. 24, 834 No. 24, 835 No. 24, 836 No. 24, 837 No. 24, 838 No. 24, 839 No. 24, 840 No. 24, 841 No. 24, 842 No. 24, 843 No. 24, 844 No. 24, 845 No. 24, 846 No. 24, 847 No. 24, 848 No. 24, 849 No. 24, 850 No. 24, 851 No. 24, 852 No. 24, 853 No. 24, 854 No. 24, 855 No. 24, 856 No. 24, 857 No. 24, 858 No. 24, 859 No. 24, 860 No. 24, 861 No. 24, 862 No. 24, 863 No. 24, 864 No. 24, 865 No. 24, 866 No. 24, 867 No. 24, 868 No. 24, 869 No. 24, 870 No. 24, 871 No. 24, 872 No. 24, 873 No. 24, 874 No. 24, 875 No. 24, 876 No. 24, 877 No. 24, 878 No. 24, 879 No. 24, 880 No. 24, 881 No. 24, 882 No. 24, 883 No. 24, 884 No. 24, 885 No. 24, 886 No. 24, 887 No. 24, 888 No. 24, 889 No. 24, 890 No. 24, 891 No. 24, 892 No. 24, 893 No. 24, 894 No. 24, 895 No. 24, 896 No. 24, 897 No. 24, 898 No. 24, 899 No. 24, 900 No. 24, 901 No. 24, 902 No. 24, 903 No. 24, 904 No. 24, 905 No. 24, 906 No. 24, 907 No. 24, 908 No. 24, 909 No. 24, 910 No. 24, 911 No. 24, 912 No. 24, 913 No. 24, 914 No. 24, 915 No. 24, 916 No. 24, 917 No. 24, 918 No. 24, 919 No. 24, 920 No. 24, 921 No. 24, 922 No. 24, 923 No. 24, 924 No. 24, 925 No. 24, 926 No. 24, 927 No. 24, 928 No. 24, 929 No. 24, 930 No. 24, 931 No. 24, 932 No. 24, 933 No. 24, 934 No. 24, 935 No. 24, 936 No. 24, 937 No. 24, 938 No. 24, 939 No. 24, 940 No. 24, 941 No. 24, 942 No. 24, 943 No. 24, 944 No. 24, 945 No. 24, 946 No. 24, 947 No. 24, 948 No. 24, 949 No. 24, 950 No. 24, 951 No. 24, 952 No. 24, 953 No. 24, 954 No. 24, 955 No. 24, 956 No. 24, 957 No. 24, 958 No. 24, 959 No. 24, 960 No. 24, 961 No. 24, 962 No. 24, 963 No. 24, 964 No. 24, 965 No. 24, 966 No. 24, 967 No. 24, 968 No. 24, 969 No. 24, 970 No. 24, 971 No. 24, 972 No. 24, 973 No. 24, 974 No. 24, 975 No. 24, 976 No. 24, 977 No. 24, 978 No. 24, 979 No. 24, 980 No. 24, 981 No. 24, 982 No. 24, 983 No. 24, 984 No. 24, 985 No. 24, 986 No. 24, 987 No. 24, 988 No. 24, 989 No. 24, 990 No. 24, 991 No. 24, 992 No. 24, 993 No. 24, 994 No. 24, 995 No. 24, 996 No. 24, 997 No. 24, 998 No. 24, 999 No. 24, 1000 No. 24, 1001 No. 24, 1002 No. 24, 1003 No. 24, 1004 No. 24, 1005 No. 24, 1006 No. 24, 1007 No. 24, 1008 No. 24, 1009 No. 24, 1010 No. 24, 1011 No. 24, 1012 No. 24, 1013 No. 24, 1014 No. 24, 1015 No. 24, 1016 No. 24, 1017 No. 24, 1018 No. 24, 1019 No. 24, 1020 No. 24, 1021 No. 24, 1022 No. 24, 1023 No. 24, 1024 No. 24, 1025 No. 24, 1026 No. 24, 1027 No. 24, 1028 No. 24, 1029 No. 24, 1030 No. 24, 1031 No. 24, 1032 No. 24, 1033 No. 24, 1034 No. 24, 1035 No. 24, 1036 No. 24, 1037 No. 24, 1038 No. 24, 1039 No. 24, 1040 No. 24, 1041 No. 24, 1042 No. 24, 1043 No. 24, 1044 No. 24, 1045 No. 24, 1046 No. 24, 1047 No. 24, 1048 No. 24, 1049 No. 24, 1050 No. 24, 1051 No. 24, 1052 No. 24, 1053 No. 24, 1054 No. 24, 1055 No. 24, 1056 No. 24, 1057 No. 24, 1058 No. 24, 1059 No. 24, 1060 No. 24, 1061 No. 24, 1062 No. 24, 1063 No. 24, 1064 No. 24, 1065 No. 24, 1066 No. 24, 1067 No. 24, 1068 No. 24, 1069 No. 24, 1070 No. 24, 1071 No. 24, 1072 No. 24, 1073 No. 24, 1074 No. 24, 1075 No. 24, 1076 No. 24, 1077 No. 24, 1078 No. 24, 1079 No. 24, 1080 No. 24, 1081 No. 24, 1082 No. 24, 1083 No. 24, 1084 No. 24, 1085 No. 24, 1086 No. 24, 1087 No. 24, 1088 No. 24, 1089 No. 24, 1090 No. 24, 1091 No. 24, 1092 No. 24, 1093 No. 24, 1

GENERAL REMARKS—(continued).

Surveys on careful examination have been found satisfactory

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 39.25 ft., R.Q.D. ☒ ft., Bridge 121.5 ft., Forecastle 42.5 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 at should appear in the Register Book) 2nd Dks (Steel)
Official No. 217692; Signal Letters LQFT. State if Machinery is fitted aft No.
How are the surfaces preserved from oxidation? Inside Cement bitumastic + 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, Oil Fuel	74' 3"	329 S.W.	Fore peak tank,		144 9.
Double bottom, under Engines and Boilers,			After peak tank,		100 9.
Double bottom, if under Engines only, Fresh Water	22' 6"	132 S.W.	Deep tank, aft,		
Double bottom, if under Boilers only, Oil Fuel	22' 6"	133 S.W.	Deep tank, forward,	36' 0"	879 S.
Double bottom, forward, Oil Fuel	159' 9"	786 S.W.	Other tanks, if fitted, Settling tank in deep tank (Oil Fuel)	13' 6"	131 S.
Total capacity of double bottom		1380 S.W.	(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. 265

Date 21/1/18.

No. 500 in builder's yard.

DATES of Surveys held while building

1918
Apr 1. 5. 10. 12. 16. 17. 19. 26. 29 May 4. 10. 15. 16. 20 June 3. 4. 5. 6. 10. 12. 24. 28 July 1. 3. 8. 9. 10. 16. 17. 20. 22
Aug 1. 5. 10. 12. 16. 17. 19. 26. 29 Sep 4. 5. 11. 14. 16. 18. 22 24. 25. 30. Oct 1. 2. 11. 19. 21. 23. 24. 25
Nov 1. 4. 6. 8. 12. 15. 19. 20. 25. 30. Dec 3. 9. 10. 12. 14. 19. 21. 23. 26. 27
1919
Jan 2. 6. 9. Feb 7. 10. 21. 25 Mar 6. 10. 11. 13. 14. 19. 28 Apr 2. 4. 10. 18. 24. 29

Total No. of Visits 100

Surveyor's Signature

E. J. Prider. & R. D. Cairns.
Lloyd's Register Foundation