

S.S. "HOMESIDE"

W404-0060(113)

PARTICULARS OF LONGITUDINAL FRAMING.

| FRAMING. | | | | | | | | | | AMIDSHIPS. | | | ENDS. | | | AMIDSHIPS. | | | ENDS. | | | RIVETING. | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|------------|--------|-------|----------|--------|-------|--------------------------|--------|-------|--------------------------|--|-------|--|---|----------------|--|---|------|------|---|
| | | | | | | | | | | In Ship. | | | In Ship. | | | Per Rule or as approved. | | | Per Rule or as approved. | | | Rivets in Longitudinal Frames. Diam. Speng. | Spacing of Rivets on each side of Transverses and Bulkheads. Inches. | | Rivets in Brackets to Bulkheads. Number. Diameter. Inches. | | | | |
| | | | | | | | | | | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | | | | | | Ins. | Ins. | |
| of L or E n Bridge 'tween Decks... om Uppermost Continuous? No. 1 | | | | | | | | | | 7 1/2 | 3 1/2 | 40 | 7 1/2 | 3 1/2 | 40 | 7 1/2 | 3 1/2 | 40 | 7 1/2 | 3 1/2 | 40 | 7/8 5/4 | 5 1/4 | 5 | 7/8 | | | | |
| Framing from Awning, Shelter or Upper Deck to Margin Plate. <i>See section on hull</i> | | | | | | | | | | 6 1/2 | 3 1/2 | 40 | 6 1/2 | 3 1/2 | 36 | 6 1/2 | 3 1/2 | 40 | 6 1/2 | 3 1/2 | 36 | " | " | " | 6 | " | | | |
| | | | | | | | | | | " 2 | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | | | | | | | | | | " 3 | " | " | " | " | " | " | 6 1/2 | 3 1/2 | 40 | " | " | " | " | " | " | " | " | " | |
| | | | | | | | | | | " 4 | 7 1/2 | 3 1/2 | 40 | 7 1/2 | 3 1/2 | 40 | 7 1/2 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | " | " | 1 3/8 | " | " | | |
| | | | | | | | | | | " 5 | 8 1/2 | 3 1/2 | 40 | 8 1/2 | 3 1/2 | 40 | 8 1/2 | 3 1/2 | 44 | 8 1/2 | 3 1/2 | 40 | " | " | " | 7 | " | | |
| | | | | | | | | | | " 6 | 9 1/2 | 3 1/2 | 40 | 9 1/2 | 3 1/2 | 40 | 9 1/2 | 3 1/2 | 40 | 9 1/2 | 3 1/2 | 40 | " | " | " | 7 | " | | |
| | | | | | | | | | | " 7 | 9 1/2 | 3 1/2 | 40 | 9 1/2 | 3 1/2 | 40 | 9 1/2 | 3 1/2 | 40 | 9 1/2 | 3 1/2 | 40 | " | " | 3 1/2 | 8 | " | | |
| | | | | | | | | | | " 8 | 10 1/2 | 3 1/2 | 44 | 10 1/2 | 3 1/2 | 44 | 10 1/2 | 3 1/2 | 44 | 10 1/2 | 3 1/2 | 44 | " | " | " | " | " | | |
| | | | | | | | | | | " 9 | 10 1/2 | 3 1/2 | 44 | 10 1/2 | 3 1/2 | 44 | 10 1/2 | 3 1/2 | 44 | 10 1/2 | 3 1/2 | 44 | " | " | " | " | " | | |
| | | | | | | | | | | " 10 | 11 1/2 | 3 1/2 | 44 | 11 1/2 | 3 1/2 | 44 | 11 1/2 | 3 1/2 | 44 | 11 1/2 | 3 1/2 | 44 | " | " | " | 9 | " | | |
| | | | | | | | | | | " 11 | | | | | | | | | | | | | | | | | | | |
| of final s | | | | | | | | | | 30" | | | 30 | | | 30 | | | | | | | | | | | | | |
| | | | | | | | | | | 30" | | | 30 | | | 30 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| } Tank Top Longitudinals Bottom " | | | | | | | | | | 7 | 3 | 40 | 7 1/2 | 3 | 36 | 7 | 3 | 40 | 7 1/2 | 3 | 36 | 7/8 5/4 | | | | | | | |
| | | | | | | | | | | 7 1/2 | 3 1/2 | 40 | 7 1/2 | 3 1/2 | 44 | 7 1/2 | 3 1/2 | 40 | 7 1/2 | 3 1/2 | 44 | " | " | | | | | | |
| of Longitudinals { Amidships At Ends... | | | | | | | | | | 30 | | | 30 | | | 30 | | | | | | | | | | | | | |
| | | | | | | | | | | 30 | | | 30 | | | 30 | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | | | | | | | | Rivets in Lugs to Shell Diam. Speng | | | | | | | | | |
| ge { Depth and Thickness Face Angles Lugs to Shell* LINER | | | | | | | | | | 15 | | 38 | | | | 15 | | 38 | | | | | | | | | | | |
| | | | | | | | | | | 3 1/2 | 3 1/2 | 40 | | | | 3 1/2 | 3 1/2 | 40 | | | | | | | | | | | |
| | | | | | | | | | | 3 1/2 | 3 1/2 | 40 | | | | 3 1/2 | 3 1/2 | 40 | | | | 7/8 4 3/8 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ing, { Depth and Thickness Face Angles Lugs to Shell*..... or ween | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| d. { Depth and Thickness Face Angles B.A. Lugs to Shell* LINER FORE HOLD Brackets "....." | | | | | | | | | | 28 | | 50 | | | | 28 | | 50 | | | | | | | | | | | |
| | | | | | | | | | | 9 | 3 1/2 | 74 | | | | 9 | 3 1/2 | 74 | | | | | | | | | | | |
| | | | | | | | | | | 6 | 6 | 46 | | | | 6 | 6 | 46 | | | | 7/8 4 1/8 2 ROWS | | | | | | | |
| | | | | | | | | | | 8 | 8 | 50 | | | | 8 | 8 | 50 | | | | | | | | | | | |
| of Transverse Frames | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| state if joggled or liners. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| final of | | | | | | | | | | | | | | | | | | | | Spacing. | | In Ships. | | As approved. | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | Plate. Angles. | | Plate. Angles. | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | 12x38 33 | | 12x38 33 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | 14x40 9x3 1/2 | | 14x40 9x3 1/2 | | | | | |
| | | | | | | | | | | | | | | | | | | | | Transverse | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Beams. | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | IN BRIDGE | | | | | | | | | |

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.

STEEL STEAMER OR ~~MOTORSHIP~~.

29 OCT 1924

Received at London Office

State if Report has been sent on the Freeboard of the Vessel **YES**State if Report is sent on the Machinery of the Vessel **YES**Date of completion of report **27th October, 1924**Port of **SUNDERLAND**No. **28942**Survey held at **SUNDERLAND**Date First Survey **5th May 1924**Last Survey **24th October 1924**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **STEEL SINGLE SCREW HOMESIDE (MACHY. AMIDS)**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FULL SCANTLING LONGT. FRAMING.**State Type of Erections **R.B. & F.C.E.**TONNAGE under Tonnage Deck... **4256.03**CLASS **+100A.1.**State if with freeboard as condition of Class **NO**Built at **SUNDERLAND**

Do. of space or spaces between Tonnage Deck and Upper Deck.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **L 383.5**Launched **29 SEPT. 1924** Yard No. **418**

Total

Breadth (greatest moulded) **B 51.92**Builders **SHORT BROS. LTD.**Gross Tonnage **4616.78**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 28.79**Owners **CHARLTON S.S. CO. LTD.**Register Tonnage **2859.19**1st Longitudinal Number (L x D) **= 11041**Managers **CHARLTON & McCALLUM.**

(Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS.
FEET.Length **384.0**Breadth **52.25**Depth **26.60**Framing Depth "d," at middle of length. See Sec. 3 (1d) **13.32**Proportions—Depth to Length—Uppermost continuous deck to top of keel **10.42**Do. Long Bridge to top of keel **10.42**Draught Moulded **23.64**Residence **NEWCASTLE ON TYNE.**Port of Registry **NEWCASTLE.**

If surveyed while building, afloat, or in dry dock

BUILDING

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. | | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|--|--|--|--|-------------------|--|
| FRAMES, Spacing amidships | ✓ | | Bracket Floors, Frame | ✓ | |
| " " from $\frac{1}{4}$ length to Collision bulkhead | ✓ | | " " Reversed Frame | ✓ | |
| " " in peaks | ✓ | | " " Vertical Struts | 21 x 38 | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | 41 x 52 | |
| Frame Amidships, Angle, [or] | ✓ | | " " top Angles SINGLE INTER. & STR. A. | 4 x 4 x 55 | |
| " " Extends up to | ✓ | | " " bottom Angles SINGLE | 6 6 60 | |
| Reversed Frame Amidships, Angle | 5 5 40 | | Side Girders, No. each side and thickness | ONE 38 | |
| " " Extends up to | MARGIN | | Margin Plate depth (excl. of flange) and thickness | 34 x 49 | |
| Depth of Framing Girder | ✓ | | " " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem | 8 8 50 | |
| Frames in Uppermost Continuous 'tween Decks, Angle, [or] | ✓ | | " " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem | 8 8 50 | |
| " " Second 'tween Decks, Angle, [or] | ✓ | | " " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem | ✓ | |
| " " Third " " " " | ✓ | | " " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem | ✓ | |
| Framing in Peaks, Angle or [| ✓ | | Tank Side Brackets, height above base line at toe of Frame and thickness | ✓ | |
| Diameter and Spacing of Rivets through Shell Plating | LONGT. FRMG. | | INNER BOTTOM PLATING. | | |
| State if Frame Joggled | NO | | Breadth and thickness of Middle Line Strake | 54 x 48 | |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars | DEEP TRANSVERSES | | Thickness of remainder in Holds | 41 | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | SHELL INCREASED - DOUBLE ANGLES TO FLOORS 42. | | Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room? | YES | |
| SINGLE BOTTOM. | | | BEAMS. | | |
| Floors, Depth and thickness at mid-line in Holds | | | Uppermost Continuous Deck, amidships in Wells, Angle, [or] | | |
| Height of Brackets at side above base line at toe of frame | | | " " in way of Bridge, Angle, [or] | | |
| Middle Line Keelson, on Floors, Angles, [or] | | | Spacing | | |
| " " Through Plate or Intercostal Plate | | | Second Deck, amidships, Angle, [or] | | |
| " " Foundation Plate on Floors | | | Spacing | | |
| " " Flat Plate Keel Angles | | | Third Deck, amidships, Angle, [or] | | |
| Side Keelsons, No. each side | | | Spacing | | |
| " " thickness of Intercostal Plate | | | Fourth Deck, amidships, Angle, [or] | | |
| " " Angles | | | Spacing | | |
| DOUBLE BOTTOM. | | | Poop Deck, Angle, [or] | | |
| Solid Floors, thickness and spacing | 46 12 FEET | | Spacing | | |
| " " Are Frame and Reversed Frame joggled? | NO | | Bridge Deck, Angle, [or] | | |
| Bracket Floors, breadth and thickness at middle line | 7 x 3 1/2 x 40 BA | | Spacing | | |
| " " breadth and thickness at margin plate | | | Forecastle Deck, Angle, [or] | | |
| | | | Spacing | | |

PILLARS AND DECKS.

| | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. | | INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|--|--|--|--|-----------------|--|
| PILLARS, No. of Rows..... | CR LINE BH² | | Stringer Plate, breadth and thickness in way of Bridge | | |
| „ in 'tween Decks, Size and Spacing.... | ANGLE 6" 6" 60 5" 5" 50 AS PER PLAN | | Thickness of Plating abreast Deck openings in way of Wells | | |
| „ „ „ „ „ | | | Thickness of Plating abreast Deck openings in way of Bridge | | |
| „ in Holds „ „ | CANTILEVERS | | If Sheathed, material and thickness | | |
| „ „ „ „ „ | | | Third Deck. | | |
| Centre Line Bulkhead. | | | Stringer Plate, breadth and thickness..... | | |
| Stiffeners and Spacing... B-A. | 11" 3 1/2" 45 4" 4" 60 AS PER PLAN | | If Plated, state thickness..... | | |
| Plating, thickness of | 30 | | Fourth Deck. | | |
| STRINGERS AND DECKS. | | | Stringer Plate, breadth and thickness..... | | |
| Uppermost Continuous Deck. | | | If Plated, state thickness | | |
| Stringer Plate, breadth and thickness in Wells | 66 84-56 58" 84-56 | | Poop Deck. | | |
| „ „ „ „ in way of Bridge | 63 38 56" 38 | | Stringer Plate, breadth and thickness | 34 34 | |
| „ Angle in Wells | 6 6 80 | | Plating, Sheathing, material and thickness ... | 34 30 | |
| Thickness of Plating abreast Deck openings in way of Wells | 82 52 | | Bridge Deck. | | |
| Thickness of Plating abreast Deck openings in way of Bridge | 45 | | Stringer Plate, breadth and thickness..... | 54 47 | |
| If Sheathed, material and thickness | ✓ | | Plating, Sheathing, material and thickness ... | 37 | |
| Second Deck. | | | Forecastle Deck. | | |
| Stringer Plate, breadth and thickness in Wells... | ✓ | | Stringer Plate, breadth and thickness..... | 34 34 | |
| | | | Plating, Sheathing, material and thickness ... | 34 26 | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | |
|---|------------------------------|------------|--------------|------------|--|---------------------------------------|------------|-----------------------|---------------------------|------------|-----------------------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. State if joggled? <i>NO</i> | | | BUTTS. | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | SINGLE OR DOUBLE. | RIVETS. | | No. OF ROWS OF RIVETS. | RIVETS. | | STRAPPED OR LAPPED. |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | Diam. | Spacing cr. to cr. | | Diam. | Spacing cr. to cr. | |
| | Inches. | Inches. | Inches. | Inches. | | | Inches. | Inches. | | Inches. | Inches. | |
| FLAT PLATE KEEL | <i>49</i> | <i>75</i> | <i>67</i> | <i>67</i> | | <i>D</i> | <i>1</i> | <i>4</i> | <i>4</i> | <i>1</i> | <i>4</i> | <i>LAP</i> |
| " DBLG. (if any) | <i>✓</i> | | | | | <i>-</i> | <i>-</i> | <i>-</i> | <i>-</i> | <i>-</i> | <i>-</i> | |
| BOTTOM PLATING, No. of Strakes <i>4</i> | <i>68 66</i> <i>52 70</i> | <i>55</i> | <i>55 44</i> | <i>44</i> | | <i>"</i> | <i>7/8</i> | <i>3 1/2</i> | <i>3</i> | <i>7/8</i> | <i>3 1/8</i> | <i>"</i> |
| BILGE PLATING, No. of Strakes <i>1</i> | <i>67</i> | <i>55</i> | <i>44</i> | <i>44</i> | | <i>"</i> | <i>"</i> | <i>"</i> | <i>3</i> | <i>"</i> | <i>"</i> | <i>"</i> |
| SIDE PLATING, No. of Strakes <i>3</i> | <i>66</i> | <i>55</i> | <i>42</i> | <i>42</i> | | <i>"</i> | <i>"</i> | <i>"</i> | <i>3</i> | <i>"</i> | <i>"</i> | <i>"</i> |
| UPPER DECK, Sheer-strake in Wells..... | <i>69</i> | <i>80</i> | <i>44</i> | <i>42</i> | | <i>"</i> | <i>1</i> | <i>4</i> | <i>4 1/2</i> | <i>1</i> | <i>4</i> | <i>"</i> |
| UPPER DECK, Sheer-strake in Bridge ... | <i>69</i> | <i>55</i> | <i>1.2</i> | <i>1.2</i> | | <i>"</i> | <i>7/8</i> | <i>3 1/2</i> | <i>3</i> | <i>7/8</i> | <i>3 1/8</i> | <i>"</i> |
| STRAKE BELOW Sheer-strake in Wells..... | <i>66</i> | <i>66</i> | <i>42</i> | <i>42</i> | | <i>"</i> | <i>"</i> | <i>"</i> | <i>4</i> | <i>"</i> | <i>3 1/2</i> | <i>"</i> |
| STRAKE BELOW Sheer-strake in Bridge ... | <i>66</i> | <i>55</i> | <i>-</i> | <i>-</i> | | <i>"</i> | <i>"</i> | <i>"</i> | <i>3</i> | <i>"</i> | <i>3 1/8</i> | <i>"</i> |
| POOP SIDE PLATING | <i>38</i> | | | | | <i>S</i> | <i>"</i> | <i>"</i> | <i>1</i> | <i>"</i> | <i>"</i> | <i>"</i> |
| BRIDGE SIDE PLATING ... | <i>52 1/2 50</i> | <i>56</i> | | | | <i>D</i> | <i>"</i> | <i>"</i> | <i>3</i> | <i>"</i> | <i>"</i> | <i>"</i> |
| FORECASTLE SIDE PLATING | <i>40</i> | | | | | <i>S</i> | <i>"</i> | <i>"</i> | <i>1</i> | <i>"</i> | <i>"</i> | <i>"</i> |

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 6

„ Deck next below 1

As per Rule. 6

| | | | STIFFENERS. | | | | |
|--------------------------|-------------------|-----------------|--------------------|----------------------------|----------|-------------|---------|
| | | | Plating Thickness. | VERTICAL. | | HORIZONTAL. | |
| | | | | Scantlings. | Spacing. | Scantlings | Spacing |
| N ^{<u>E</u>} 17 | MIDSHIP BULKHEAD, | Tween decks... | 40-26 | BA 11x3½-42 | 22 ✓ | - | - |
| " | " | " | | | | | |
| " | " | " | | | | | |
| " | " | " | | | | | |
| " | " | " | | | | | |
| " | " | " | | | | | |
| " | " | " | | | | | |
| " | " | Holds | | | | | |
| " | " | (in Hold) | | | | | |
| COLLISION | " | " | 50-26 | BA 12-3½-70 3½x3½-86 | 24 ✓ | - | - |
| AFTER PEAK | " | " | 74-38-30 | CH 12-3½-3½-52 | 30 ✓ | RECESS TOP | |

FORGINGS and CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|---------------------------------------|-------------------------|--------------------------|------------------------------------|--|
| KEEL, Bar | ✓ | | | |
| STEM | ROLLED STEEL | 9 1/4 x 2 1/2 ✓ | | |
| STERN FRAME { | Propeller Post | FORGING 10 1/4 x 7 1/4 ✓ | T. S. FOSTER & SON L ^{td} | |
| { | Rudder | " 9 x 7 1/4 ✓ | " | " |
| RUDDER—A x D | 38.52 x 3.21 = 444.65 ✓ | | | |
| Speed of Vessel | 10 | | | |
| RUDDER mainpiece at head | FORGING | 9 1/2 | " | " |
| " " heel | | 7 1/2 ✓ | | |
| " " how constructed | ARMS SHRUNK ON | | | |
| " " double or single plate | SINGLE | 1.00 ✓ | | |
| " " coupling, vertical or | HORIZONTAL | | | |

STEEL.

Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH. CARGO FLEET.*
S. DURHAM. NORMAN LONG. BOLCKOW VAUGHAN.
Has the Steel been tested as required by the Rules? *YES.*

| EQUIPMENT No. 32417 | | | | | | | | | | | | LETTER Y. | | ANCHORS. | | |
|------------------------|--------------------|--------------------|------|------|------------------|------|------|------------------------|-------|------|------|------------------------------|------------------------|-----------------|---|------------------|
| Number of Certificate. | Anchors. | WEIGHT, EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST, PER CERTIFICATE. | | | | WEIGHT REQUIRED BY TABLE 53. | Description of Anchor. | Makers. | Where and when tested and Superintendent. | |
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | cwts. | qrs. | lbs. | Cwts. | | | | |
| 87060 | 1st Bower ... | 61 | 1 | 0 | STOCKLESS | | | 49 | 0 | 2 | 14 | 60 | HARTSHORN C'S HEAD | N. HINGLEY & S. | NTN. 31/7/24 GREEN | |
| 87058 | 2nd „ ... | 58 | 1 | 10 | ✓ | “ | | 47 | 8 | 3 | 0 | 60 | “ | “ | “ | |
| 87062 | 3rd „ ... | 51 | 0 | 21 | ✓ | “ | | 43 | 3 | 0 | 14 | 50½ | “ | “ | “ | |
| | Collective weight. | 170 | 3 | 3 | ✓ | | | | | | | 170½ | ✓ | | | |
| 86922 | Stream | 16 | 2 | 0 | ✓ | 4 | 0 | 25 | 17 | 16 | 1 | 0 | 16¼ | IRON STOCK | “ | “ 24/6/24 WRIGHT |

| CHAIN CABLES. | | | | | | | | | | HAWSERS AND WARPS. | | | | | | | | | |
|----------------------------------|---------------------------|-------|-----------------------|------|------------------------|------|------|-------|-------------------------------|--------------------|-------------------|--|--------------------|------------------------|---------------------------|------|------------------------------|-------------------------------|------|
| Number of Certificate. | Length and size supplied. | | Test per Certificate. | | WEIGHT OF CHAIN CABLE. | | | | Length and Size per Table 53. | 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 53. | |
| | Fathoms. | Ins. | Tons. | qrs. | Cwts. | qrs. | lbs. | Cwts. | Fathoms. | Ins. | | | | | Fathoms. | Ins. | Tons. | Fathoms. | Ins. |
| 7555H | 135 | 25/16 | 86 1/2 | 120 | 326 | 1 | 13 | 645 | 270 | 23/16 | STUD | N. HINGLEY | NTN. 19/6/24 GREEN | 5-WIRE FOWLINE | 120 | 43/4 | 47 | 120 | 43/4 |
| 75638 | 135 | " | " | " | 323 | 0 | 0 | | | " | " | " | 25/6/24 " | 5-WIRE HAWSERS & WARPS | 2-90 | 23/4 | 15 1/2 | 2-90 | 23/4 |
| | | | | | 649 | 1 | 13 | | | | | | | MANILA | 2-120 | 7 | — | 2-120 | 7 |
| Iron Stream Chain— or Steel Wire | | Clr. | | | | | | | | Clr. | | | | " | 2-120 | 6 | — | 2-120 | 6 |
| | 90 | 4 3/4 | | | | | | | 90 | 4 3/4 | 5-WIRE WEBSTER | | | | | | | | |

Steering Gear, Steam DONKIN. Steering Gear, Hand TACKLES TO WINCH
 (6-0 QUADRANT)
 Boats 2 LIFE DINGY Steering Chains, Size and Test 15/16 20.12.2.0 Windlass STEAM, CLARKE CHAPMAN.
 Ceiling in Holds, thickness and material BILGES & HATCHES 2 1/2 P. Cargo Battens, thickness, material and spacing 2" W.P. 9" SPACING.
 Cargo Hatchways.—(Upper Deck) STEEL CRAMINGS SOLID COVERS Thickness of Hatches 3"
 Size of No. 1 Hatchway (Forward) 33 x 22 No. 2 33 x 22 No. 3 15 x 22 No. 4 33 x 22 No. 5 33 x 22 No. 6
 Number of Shifting Beams and/or Fore and Afters NE 1-2-4-5 = 5. N#3 = 2
 FOR SHORT BROTHERS, LIMITED.
 Builder's Signature Ernest G. Short DIRECTOR.

GENERAL DECLARATION The workmanship & materials are good.
This vessel has been built in accordance with the approved plans and Secretary's letters, and otherwise in conformity with the Rules for the class contemplated. Double bottom, Peaks, Tunnel, 3rd Deck.
H.T. Doors Pump & Ash Shoot tested to Rule. Foreboard winged and cut in.

The amount of Entry Fee £ 8 : 0 : 0 Fees applied for, 28 OCT 1924
 Special Survey Fee.... £ 305 : 17 : 0 Received by me, LONG FRAMING.
Freeboard £10
 Travelling Expenses, if any £ : :
 State whether the Vessel has been built under Special Survey YES Signature G. D. Aitken
 Certificate to be sent to SUNDERLAND Date of issue 17/11/24
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 7 NOV. 1924
 Character assigned + 100A1
Lloyd's A & B. O.
+ LMB 10.24
C.L.
 The Surveyors are requested not to write on or below the Committee's Minute.
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(32) 0060 (3/13)
 404-0060 (3/13)

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

NOT A SISTER VESSEL.

Plan of Section as built

" " Profile " "

" " Section

" " Profile

" " Fore peak

" " Aft peak

" " Bulkheads.

" " Forgings

" " Pumping

" " Hatches

" " Supports $\frac{1}{2}$ beams.

" " Increased $\frac{1}{2}$ plating

Forging Report.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 37.1.14 DW 1111 10/9/18
2nd „ 34.0.7 MB 1940 16/4/24
3rd „ 30.2.6 MB 1999 4/7/24

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 35.75 ft., R.Q.D. ☒ ft., Bridge 117.5 ft., Forecastle 38.75 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1DK(STL) LONGT.FRAME

Official No. 148100 ; Signal Letters =

If bottom of Vessel has been coated Inside

particulars of composition WAILES DOVE BITUMASTIC. BILGES, PEAKS, BUNKERS, BRIDGE, E.B. TANK TOP & FLOORS. ALL BALLAST TANKS CEMENTED. HOLDS PAINTED.

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|--------------------------|---|-------------------|--------------------------|
| Double bottom, aft, | 125-6 | 502 | Fore peak tank, | 20 | 99 |
| Double bottom, under Engines and Boilers, | | | After peak tank, | 22 | 166 |
| Double bottom, if under Engines only, | 24 | 105 | Deep tank, aft, <input checked="" type="checkbox"/> | | |
| Double bottom, if under Boilers only, | 18 | 79 | Deep tank, forward, <input checked="" type="checkbox"/> | | |
| Double bottom, forward, | 171 | 618 | Other tanks, if fitted, <input checked="" type="checkbox"/> | | |
| Total capacity of double bottom | | 1304 | (If necessary, furnish further information by sketch.) | | |

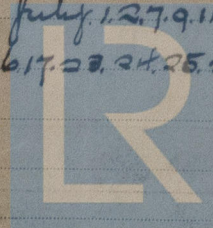
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5575

Date 17.4.24

Dates of Surveys held while building

1924. May 5. 6. 7. 12. 14. 26. June 2. 12. 30. July 1. 2. 7. 9. 14. 14. 17. 22. 24. 25. 28. 29. 30. Aug 1. 6. 12. 14. 18. 20. 22. 27. 29. Sep. 1. 4. 5. 8. 9. 10. 12. 16. 17. 23. 24. 25. 26. 29. Oct. 1. 7. 9. 14. 17. 20. 21. 23. 24



Lloyd's Register Foundation

Total No. of Visits 54