

With or Without Disconnected Erections.

STEEL STEAMER.

WED. SEP. 26 1917.
Received at London Office

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

Date of completion of report *10th September 1917* Port of *Glasgow*
Survey held at *Glasgow* Date, First Survey *10th March 1914* Last Survey *14/9/1917* No. *34133*

On the (State if Single, Twin, or Triple Screw) *Steel Chain Screw Motor Vessel* *GLENARY* Rig *Schooner*
TONNAGE under *3381.12*
Tonnage Deck *1319.83*
Do. between Tonnage Dk. and 3rd and 4th Dk. *5075.31*
Total under Upper Dk. *4700.95*
Pop. *68.19*
Q.Dk. House *5.29*
ridge House *19.6.04*
Forecastle *12.1.88*
Houses on Dk. *5.6.75*
Mass of Hatchways *2.6.20*
Crown of *1.9.24*
Room *1.9.24*
Tonnage *5075.31*
Space *1.9.24*
Crown of *1.9.24*
Room *1.9.24*
FOR FEES *4884.07*
ine Room *1.9.24*
igation Spaces *1.9.24*
REW *1.9.24*
Tonnage *3207.97*
on Beam *1.9.24*

CLASS *100A1*
Breadth (greatest moulded) *52.0*
Depth, at middle of length from top of keel to top of upper deck beams at side *33.67*
Transverse Number *85.67*
Length on deck from fore part of stem to after part of stern post *383*
Longitudinal Number *32982*
Depth "d," at middle of length (See Secs. 2 & 13) *13.67*
Proportions—Depth to Length—Upper Deck Beam at side to top of keel *11.44*
Long Bridge Deck Beam at side to top of keel *11.44*
Destined Voyage *South America* If Surveyed while Building, Afloat, & in Dry Dock *Yes*

Master *George R. ROGER*
Year of appointment *1917*
Built at *Glasgow*
When built *1917* Launched *17th May 1917*
By whom built *Harland & Wolff Ltd*
Owners *Harland & Wolff Ltd*
Managers *Harland & Wolff Ltd*
Residence *London*
Port belonging to *Glasgow*

TH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
or Rule	385	0	Moulded	52	0	Top of Floors to top of Upper Dk. Beams	30	8 1/2	Three
						Do. do. do. do. Second Dk. Beams	22	8 1/2	No. of Tiers of Beams Three

Moulded depth, ft. *48* ins. *8 1/2* To Bridge Dk. Round of Upper *12* ins.
Moulded depth, ft. *33* ins. *8 1/2* To Upper Dk. Dk. Beam, Actual

FRAMING.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
IE, Angles, or <i>or</i> Bars amidships	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
in peaks	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
in way of Double Bottoms at Solid Floors	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " at intermdt. Bkts.	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
of Frames from centre to centre amidships	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " length to Collision bulkhead	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " in peaks	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
USED FRAME, Angles	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
in way of Double Bottoms at Solid Floors	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " at intermdt. Bkts.	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
ING, depth of girder	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
RS, depth and thickness of Floor Plate	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
at mid-line for length amidships	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
in way of Engine and Boiler Spaces	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
thickness at the ends of vessel	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
depth at 1/2 the half breadth, as per Rule	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
height extended at the Bilges	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
RS in Cell. Double Bottoms	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
state if flanged (top & bottom)	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Spacing of Solid floors	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
LE GIRDER, in Dbl. bottom, dpth. & thknss.	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Angles, Top	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " Bottom	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " to Floors	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Brackets at intermdt. frmg., wdth & thknss	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
GIRDERS, number on each side & thickness	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
state if flanged (top and bottom)	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Angles (top and bottom)	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " to Floors	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
N PLATE, depth (exclusive of flange) and thickness	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Angle to Outside Plating	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " Floors	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Brackets at intermdt. frmg., wdth & thknss	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Height of Outside Brackets above at bilge	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
BOTTOM PLATING, breadth and thickness of Middle Line Strake	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " in Engine and Boiler space	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " Remainder in Holds	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
In way of Long Bridge	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Spacing	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Spacing	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Angles on upper edge	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Spacing	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Angles on upper edge	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Spacing	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Angles on upper edge	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Spacing	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Angles on upper edge	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Spacing	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40

PILLARS.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
PILLARS, In 'tween Deck, size and spacing	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " Hold	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " Quarter 'tween Dks.	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " in Hold	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Rider Plate	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Flat Plate Keel Angles	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Horizontal Plates on Floors	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Angles or Bulb Angles	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
SIDE KEELSONS, Number	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Angles or Bulb Angles	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Plate above floors, for length	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Intercoastal Plate, for length	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Attached to outside Plating with Angle	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
BILGE KEELSON, Angles	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Intercoastal Plate for length	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Attached to outside Plating with Angle	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
SIDE STRINGERS, Number	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Angle	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Intercoastal Plate, for full length	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Attached to outside plating with Angle	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	57	58	57	58	57	58	57	58	57
" " " " br'dth & thickness (in way of Bridge)	57	58	57	58	57	58	57	58	57
" " " " Angle (clear of Bridge)	5x5	60	5x5	60	5x5	60	5x5	60	5x5
" " Tie Plate at sides of Hatchways	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Deck * Iron or Steel, for full lng.	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " Thickness (clear of Bridge)	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" " (in way of Bridge)	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Wood Deck, Material & thickness	none	none	none	none	none	none	none	none	none
Second Deck Stringer Plate, br'dth & thickness	47	48	47	48	47	48	47	48	47
" Angles on ditto, No. two	3 1/2	3 1/2	48	3 1/2	3 1/2	48	3 1/2	3 1/2	48
" Tie Plates outside Hatchways	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Deck * Iron or Steel, for full lng.	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Wood Deck, Material & thickness	none	none	none	none	none	none	none	none	none
Third Deck Stringer Plate, br'dth & thickness	47	48	47	48	47	48	47	48	47
" Angles on ditto, No. two	3 1/2	3 1/2	48	3 1/2	3 1/2	48	3 1/2	3 1/2	48
" Tie Plates outside Hatchways	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Deck * Material and thickness	Steel	full length	30	Steel	full length	30	Steel	full length	30
Fourth and Fifth Deck Stringer Plate, br'dth & thickness	47	48	47	48	47	48	47	48	47
" Angles on ditto, No. two	3 1/2	3 1/2	48	3 1/2	3 1/2	48	3 1/2	3 1/2	48
" Tie Plates outside Hatchways	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Deck, Material & thickness	Steel	full length	30	Steel	full length	30	Steel	full length	30
Poop Deck Stringer Plate, breadth & thickness	43	34	43	34	43	34	43	34	43
" Angle on ditto	3 1/2	3 1/2	34	3 1/2	3 1/2	34	3 1/2	3 1/2	34
" Tie Plates	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Deck, Material and thickness	Steel	full length	26	Steel	full length	26	Steel	full length	26
Bridge Deck Stringer Plate, br'dth & thickness	39	40	39	40	39	40	39	40	39
" Angle on ditto	3 1/2	3 1/2	40	3 1/2	3 1/2	40	3 1/2	3 1/2	40
" Tie Plates	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40	8x3 1/2	3 1/2	40
" Deck, Material and thickness	Steel	full length	28	Steel	full length	28	Steel	full length	28
Forecastle Deck Stringer Plate, br'dth & thickness	42	34	42	34	42	34	42	34	42

[illegible]

EQUIPMENT No. 34039				LETTER Y				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 SL.		Description of Anchor.		Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
77073	1st Bower	67	1	16	Steeple	52	7	2	0	60	0	0	Hallen (Cast steel)	On Hingley, Sa. Nettleton	24/11/17		
77074	2nd "	66	2	20	Steeple	51	19	1	14	60	0	0	Hallen (Cast steel)	On Hingley, Sa. Nettleton	24/11/17		
77057	3rd "	53	0	14	13	3	12	44	6	1	0	50	2	0	Bee Steel (Rodge)	On Hingley, Sa. Nettleton	17/11/17
	4th "																
	Collective weight.	187	0	22						170	2	0					
77350	Stream	16	2	21	5	0	10	18	0	2	14	16	1	0	Box Steel (Rodge)	On Hingley, Sa. Nettleton	24/11/17
77369	Kedge	7	1	17	2	1	6	9	13	3	0	7	0	0	Box Steel (Rodge)	On Hingley, Sa. Nettleton	24/11/17
Particulars of Drop Test of Cast Steel Anchors, viz.— Weight, Surveyor's Initials, Number of Certificate, Date of Test.		1st Bower		CWT. QRS LBS		40		2		7		W.C.		6734 R		28/8/14	
		2nd "		40		2		3				W.C.		6733 R		28/8/14	
		3rd "															
		4th "															

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table Sl.		Description.	Makers of Cables.	Where and when tested and Superintendent.	Material.	Length and Size supplied.	Breaking Test of Steel Wire Towing.	Length and Size per Table Sl.			
		Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.				Fathoms.	Inches.	Tons.			
61434	180	25	16	964	134	483	1.0	270	23	16	On Hingley, Sa. Nettleton	16/11/17	Wire	130	32	88			
61435	150	25	16	964	134	483	1.1	270	23	16	On Hingley, Sa. Nettleton	24/11/17	Wire	90	32	35.5			
													"	90	32	35.5			
													"	90	32	35.5			
													"	90	32	35.5			

Boats: from 11 D G one to fore peak 3

Pumps: Number 11 D G one to fore peak 3

Windlass: is Clarke Chapman & Co. Steer. Gear, Hand Continued

Engine Room Skylights:—How constructed? plate and angles What arrangements for deadlights in bad weather? Bull eye

Coal Bunker Openings:—How constructed? (none) How are lids secured? c Height above deck? c

Number of Scuppers, and numbers and dimensions of **Freeing Ports, &c.** 6 scuppers each side 4 freeing ports each side 3.0 x 1.6

Ceiling in Holds, thickness and material 2 1/2 P.P. **Cargo Battens,** thickness and material 2 W.P.

Cargo Hatchways:—How formed? Plate and angles **Hatches,** If strong and efficient? yes

State size No. 1 Hatch (Forward) 22-0 x 14-0 **No. 2 Hatch** 30-11 x 18-0 **No. 3 Hatch** 19-10 1/2 x 16-0 **No. 4 Hatch** 24-3 1/2 x 16-0

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch (nos 1, 4 and 5 four web plates 22-1 x 14-0

Bulwarks, height above deck and description 3' 9" Steel plate **No. of Breasthooks** 4 **No. of Crutches** three 2 deep aft

The foregoing is a correct description of the vessel as built by J. & W. WOLFF, LTD., Managing Director

Builder's Signature (here only) J. & W. WOLFF, LTD. Surveyor's Signature Geo M Shaw

Correspondence.—State dates and initials of letters respecting this case (reference should be made in any correspondence connected with the case) 25/10/13 M. 27/10/13 M. 28/5/14 M. 23/6/14 M. 18/7/14 M. 24/7/14 E. 4/9/14 M. 4/9/16 M. 4/10/16 E. 22/3/17 M.

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 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.) workmanship good.

This vessel has been built in accordance with the approved plans. The Secretary's letter of the above dates and in general conformity to the Rules for the class contemplated.

No cement is fitted in the inner bottom compartment that are to be used for oil fuel.

Name is fitted for carrying oil (for her oil engine) in a tank between turners also in part of the inner bottom, these compartments have been tested in accordance with the Rules for carrying oil fuel.

Referring to the Return 1 for this vessel under the name "LOBO'S" the new name and information given on the report can now be inserted in the Register Book.

9 Plans 7 forging forms. The plans for the vessel were submitted from the Belfast Office and all that have been submitted are enclosed.

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 ... £ 5 : 0 : 0 Fees applied for, 10-9-1914

Special Survey Fee ... £ 144 : 2 : 0 Received by me. 15/10/14

Travelling Expenses, if any £ : : : :

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed + 100 A1

With, or without Freeboard, as condition of Class without

Committee's Minute GLASGOW 26 SEP 1914

Character assigned - 100 A

GENERAL REMARKS—(continued).

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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30.5 ft., R.Q.D. ✓ ft., Bridge 84 ft., Forecastle 42 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 it should appear in the Register Book). 3 DKS STL

Official No. 137855; Signal Letters ✓ State if Machinery is fitted aft no

How are the surfaces preserved from oxidation? Inside Paint and cement Outside Paint
no cement filled in way of annular
bottom where oil fuel is to be carried

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors cellular system

Where Fitted.		SALT Water Capacity.		Where Fitted.		SALT Water Capacity.	
		Length.				Length.	
		Feet.	Tons.			Feet.	Tons.
Double bottom, aft,	SALT WATER	39.75	46	Fore peak tank,		19	55
Double bottom, under Engines and Boilers,	OIL	46.30	14.4	After peak tank,		16	46
Double bottom, if under Engines only,	✓			Deep tank, aft,	✓		
Double bottom, if under Boilers only,	{ OIL	44.0	18.2	Deep tank, forward,	✓		
	{ OIL	8.8	36	Other tanks, if fitted,	✓		
Double bottom, forward,	OIL	128.0	479	(If necessary, furnish further information by sketch.)	✓		
	SALT WATER	57.4	66				
Total length of inner bottom 330		Total capacity of double bottom 953					
* The wells are not to be included in the lengths of the tanks.							

Order for Special Survey No. 4809

Date 22. 11. 13

No. 465 in builder's yard.

DATES of Surveys held while building

1914 Jan. 10. 16. 18. 26. 31. Apr. 8. 14. 20. 23. 24. 30. May. 4. 8. 12. 18. 26. 28. June. 2. 4. 8. 11. 14. 23. 29. July. 3. Aug. 3. 10. 13. 19. 25. 28.
Apr. 1. 4. 10. 16. 18. Oct. 28. 19. 26. 26. 1916 July. 5. 21. 24. 31. Aug. 12. 18. 29. Sep. 8. 24. Oct. 10. 12. 26. 30. Nov. 1. 2. 6. 9. 10. 16. 23. 29.
Dec. 1. 4. 14. 20. 26. 1917 Jan. 5. 17. 18. 26. Feb. 5. 15. 20. 22. 24. Mar. 9. 19. 29. Apr. 2. 8. 13. 16. 20. 25. 27. May. 1. 2. 3. 16. 19. 26. 31.
1918 Jan. 22. 25. 28. 29. 30. June. 1. 2. 5. 6. 7. 13. 15. 19. 26. July. 3. Aug. 9. 10. 15. 16. 17. 20. 22. 23. 24. 28. 31. Sep. 5. 7. 14.

Total No. of Visits 128

Surveyor's Signature Geo M Shaw

Lloyd's Register
Foundation