

Awning or Shelter Deck,  
or Pt. Awning Deck

STEEL STEAMER.

No. 14555.

State of Report is also sent on the Machinery of the Vessel. *Yes*  
Port of *Lark* Date of completion of Report *29th August, 1914* Received at London Office *MON. AUG. 31. 1914*  
Survey held at *Lark* Date, First Survey *28th April, 1913* Last Survey *28th August, 1914*  
On the *S.S. Chakdara* Rig *Fore & aft Schooner*

TONNAGE under Tonnage Deck...  
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk.  
Total under Upper Dk.  
Do. of Poop *88.51*  
Do. of R. Qr. Dk.  
Do. of Bridge House *232.80*  
Do. of Forecastle *21.15*  
Do. of Houses on Deck *172.50*  
Do. of excess of Hatchways *3.96*  
Crown of Room... *124.44*  
Room... *3085.00*  
Space... *196.59*  
Crown of Room... *124.44*  
Room... *2410.99*  
OR FEES... *1199.84*  
e Room... *199.84*  
ation Spaces... *79.54.22*

CLASS *+100 A1 Shelter Deck*  
Breadth (greatest moulded) *46-0*  
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *34.5*  
Deduct height of 'tween deck when this does not exceed 8ft. *✓*  
Transverse Number *40.5*  
Length on deck from fore part of stem to after part of sternpost *330*  
Longitudinal Number *23265*  
Depth "d" at middle of length. See Secs. 2 & 13... *12.95*  
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *10.31*  
" " Upper Deck at side to top of keel *13.46*

Master *W. R. Sparrow*  
Year of Appointment *12*  
Built at *Wuth*  
When built *1914* Launched *8th June 1914*  
By whom built *Ramage & Ferguson Ltd*  
Owners *The British India Steam Navigation Co. Ltd.*  
Managers *do*  
Residence *London*  
Port belonging to *Glasgow*

Tonnage *1581.35* Destined Voyage *✓* If Surveyed while Building, Afloat, or in Dry Dock *Yes*  
TH on Ft. Ins. BREADTH Ft. Ins. DEPTH, ACTUAL Top of Floors to top of Awning or Shelter Dk. Beams Ft. Ins. No. of Decks with flat laid 3  
er Rule *330* *0* Moulded *46* *0* Do. do. Upper Deck Beams *29* *8 1/2* No. of Tiers of Beams *3*  
s of Ship per Register, *✓* Awning or Shelter Dk. Moulded depth, ft. *32* ins. *0* To Awning or Shelter Dk. Round up of Uppermost  
Length *330.4* breadth *46.15* depth *22.15* Upper Deck. Moulded depth, ft. *24* ins. *6* To Upper Dk. Dk. Beam, Actual *11 1/2* ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
Angles, or <i>E</i> or <i>L</i> Bars, amidships <i>7/8</i> x <i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	KEEL, Bar, depth and thickness	<i>flat plate</i>	<i>Keel</i>			
peaks <i>3/4</i> x <i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	STEM, moulding and thickness	<i>9 1/2 x 3 1/2</i>	<i>9 1/2 x 2 1/2</i>			
way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	STERN-POST for Rudder do. do.	<i>8 1/2 x 6 1/2</i>	<i>8 1/2 x 6 1/2</i>			
" " at intermdt. Bkts.	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	" " for Propeller	<i>9 1/2 x 6 1/2</i>	<i>9 1/2 x 6 1/2</i>			
Frames from centre to centre amidships	<i>24 1/2</i>	<i>24 1/2</i>	<i>24 1/2</i>	<i>24 1/2</i>	<i>24 1/2</i>	RUDDER—A x D* Table 22 <i>Spd. 14 knots</i>	<i>34 1/2 x 17</i>	<i>34 1/2 x 17</i>			
length to collision bulkhead	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	" Main Piece, diameter at head	<i>9 1/2</i>	<i>9 1/2</i>			
Frames from centre to centre in peaks	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	" " " " at heel	<i>9 1/2</i>	<i>9 1/2</i>			
ED FRAME, Angles	<i>3</i>	<i>3</i>	<i>3 1/4</i>	<i>3</i>	<i>3 1/4</i>	RUDDER, how constructed <i>single plate forging arms shrunk &amp; keyed to main piece</i>					
G, depth of girder	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	Can the Rudder be unshipped afloat? <i>Yes</i>					
depth and thickness of Floor Plate											
at mid-line for 1/2 length amidships											
way of Engine and Boiler spaces											
thickness at the ends of vessel											
depth at 1/2 the half-bdth. as per Rule											
eight extended at the Bilges											
& BRACKETS, in Cell Dble Bottoms	<i>39 x 36 1/2 x 46 1/2</i>	<i>39 x 36 1/2 x 46 1/2</i>	<i>39 x 36 1/2 x 46 1/2</i>	<i>39 x 36 1/2 x 46 1/2</i>	<i>39 x 36 1/2 x 46 1/2</i>						
state if flanged (top & bottom)	<i>no</i>	<i>no</i>	<i>no</i>	<i>no</i>	<i>no</i>						
spacing	<i>24 1/2</i>	<i>24 1/2</i>	<i>24 1/2</i>	<i>24 1/2</i>	<i>24 1/2</i>						
GIRDER, in Dbl. bottom, dpth & thickness	<i>39 x 46 1/2 x 58 1/2</i>	<i>39 x 46 1/2 x 58 1/2</i>	<i>39 x 46 1/2 x 58 1/2</i>	<i>39 x 46 1/2 x 58 1/2</i>	<i>39 x 46 1/2 x 58 1/2</i>						
Angles, Top	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>						
" Bottom	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>						
" to Floors	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>						
RDERS, number and thickness	<i>no</i>	<i>no</i>	<i>no</i>	<i>no</i>	<i>no</i>						
state if flanged (top & bottom)	<i>no</i>	<i>no</i>	<i>no</i>	<i>no</i>	<i>no</i>						
Angles	<i>3 1/2 x 3 1/2 x 46 1/2</i>	<i>3 1/2 x 3 1/2 x 46 1/2</i>	<i>3 1/2 x 3 1/2 x 46 1/2</i>	<i>3 1/2 x 3 1/2 x 46 1/2</i>	<i>3 1/2 x 3 1/2 x 46 1/2</i>						
PLATE, depth (exclusive of flange)	<i>32 x 42 x 52 1/2</i>	<i>32 x 42 x 52 1/2</i>	<i>32 x 42 x 52 1/2</i>	<i>32 x 42 x 52 1/2</i>	<i>32 x 42 x 52 1/2</i>						
and thickness	<i>32</i>	<i>32</i>	<i>32</i>	<i>32</i>	<i>32</i>						
Angles to outside plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>						
" to floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>						
Height of Brackets above at bilge	<i>28 1/2</i>	<i>28 1/2</i>	<i>28 1/2</i>	<i>28 1/2</i>	<i>28 1/2</i>						
BOTTOM PLATING, breadth and thickness	<i>39 x 46 1/2 x 36</i>	<i>39 x 46 1/2 x 36</i>	<i>39 x 46 1/2 x 36</i>	<i>39 x 46 1/2 x 36</i>	<i>39 x 46 1/2 x 36</i>						
thickness in Engine and Boiler space	<i>4 1/2 x 52 1/2 x 58 1/2</i>	<i>4 1/2 x 52 1/2 x 58 1/2</i>	<i>4 1/2 x 52 1/2 x 58 1/2</i>	<i>4 1/2 x 52 1/2 x 58 1/2</i>	<i>4 1/2 x 52 1/2 x 58 1/2</i>						
Remainder in Holds	<i>36 1/2 x 32</i>	<i>36 1/2 x 32</i>	<i>36 1/2 x 32</i>	<i>36 1/2 x 32</i>	<i>36 1/2 x 32</i>						
Awning or Shlir Dk, Single Angle	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>	<i>5 1/2 x 3 1/2 x 46 1/2</i>						
Bulb Angle, Plate, Tee Bulb or Channel	<i>8 1/2 x 3 1/2 x 46 1/2</i>	<i>8 1/2 x 3 1/2 x 46 1/2</i>	<i>8 1/2 x 3 1/2 x 46 1/2</i>	<i>8 1/2 x 3 1/2 x 46 1/2</i>	<i>8 1/2 x 3 1/2 x 46 1/2</i>						
gles on upper edge	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>						
ing	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>						
Upper or Second Deck, Single Angle	<i>9 1/2 x 3 1/2 x 52 1/2</i>	<i>9 1/2 x 3 1/2 x 52 1/2</i>	<i>9 1/2 x 3 1/2 x 52 1/2</i>	<i>9 1/2 x 3 1/2 x 52 1/2</i>	<i>9 1/2 x 3 1/2 x 52 1/2</i>						
Bulb Angle, Plate, Tee Bulb or Channel	<i>12 1/2 x 3 1/2 x 46 1/2</i>	<i>12 1/2 x 3 1/2 x 46 1/2</i>	<i>12 1/2 x 3 1/2 x 46 1/2</i>	<i>12 1/2 x 3 1/2 x 46 1/2</i>	<i>12 1/2 x 3 1/2 x 46 1/2</i>						
gles on upper edge	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>						
ing	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>						
Third or Fourth Deck, Single Angle	<i>11 1/2 x 3 1/2 x 58 1/2</i>	<i>11 1/2 x 3 1/2 x 58 1/2</i>	<i>11 1/2 x 3 1/2 x 58 1/2</i>	<i>11 1/2 x 3 1/2 x 58 1/2</i>	<i>11 1/2 x 3 1/2 x 58 1/2</i>						
Bulb Angle, Plate, Tee Bulb or Channel	<i>14 1/2 x 3 1/2 x 46 1/2</i>	<i>14 1/2 x 3 1/2 x 46 1/2</i>	<i>14 1/2 x 3 1/2 x 46 1/2</i>	<i>14 1/2 x 3 1/2 x 46 1/2</i>	<i>14 1/2 x 3 1/2 x 46 1/2</i>						
gles on upper edge	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>						
ing	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>						
Fourth or Fifth Deck, Plate, Tee											
Bulb or Channel											
gles on upper edge											
ing											
Poop Deck, Angle, Bulb Angle, Plate,											
Tee Bulb or Channel											
Angles on upper edge											
Spacing											
Bridge Deck, Angle, Bulb Angle, Plate,											
Tee Bulb or Channel											
Angles on upper edge											
Spacing											
BEAMS, Forecastle Deck, Angle, Bulb Angle,											
Plate, Tee Bulb or Channel											
Angles on upper edge											
Spacing											
PILLARS, In 'tween Deck, size and spacing											
Hold											
Quarter, 'tween Dks., " "											
" " " " " "											
" " " " " "											
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											
Size of Face Angles to Web Frames											
BRACKET PLATES to Stringers between											
Web Frames, depth and thickness											



PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		STRAPS.		IF LAPPED.			
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.		
FLAT PLATE KEEL	15	92	162	92	15	92				Double	6 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2		
GARBOARD OR A STRAKE	60	52	44	56	60	52				Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
B	66	52	48	66	66	52				Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
C	62	56	44	56	64	56				Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
D	63 1/2	56	44	56	66	52				Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
E	64	58	42	58	66	52				Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
F	66	58	44	44	66	52				Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
G	66	58	44	44	66	52				Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
H	61	58	42	42	66	52				Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
I	50	56	42	42	50	56				Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
K	50 1/2	52	42	42	49	52	62			Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
L										Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
M										Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
N										Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
O										Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
P										Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
Q										Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
R										Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
S										Single	3 1/2	3/4	3/4	3/4	3/4	3/4	3/4		
DOUBLING OF PLATE KEEL										Butts, riveted for half length amidship.									
" of Sheerstrakes										Butts, riveted for half length amidship.									
" of Sheerstrakes										Butts, riveted for half length amidship.									
POOP SIDES										Butts, riveted for half length amidship.									
SHORT BRIDGE SIDES										Butts, riveted for half length amidship.									
FORECASTLE SIDES										Butts, riveted for half length amidship.									
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.										Butts, riveted for half length amidship.									
The above is a correct description. Ramage & Ferguson Ltd.										Butts, riveted for half length amidship.									
Has the Steel been tested as required by the Rules?										Butts, riveted for half length amidship.									
FRAMES extend in one length from Margin plate in machinery space & main cross beam all to be shaded as per plan										Butts, riveted for half length amidship.									
REVERSED FRAMES on floors and frames extend from Margin plate to margin plate (Plan as per plan)										Butts, riveted for half length amidship.									
MASTS, SPARS, &c.										Butts, riveted for half length amidship.									
LOWER MASTS										Butts, riveted for half length amidship.									
Bowsprit										Butts, riveted for half length amidship.									
Topmasts, Yards and Remainder of Spars										Butts, riveted for half length amidship.									
Rigging, Material and Size, Shrouds										Butts, riveted for half length amidship.									
Sails, One for one Main, Two for one Main										Butts, riveted for half length amidship.									
EQUIPMENT No. 25934 LETTER										Butts, riveted for half length amidship.									
ANCHORS.										Butts, riveted for half length amidship.									
Number of Certificate										Butts, riveted for half length amidship.									
Anchors										Butts, riveted for half length amidship.									
Weight, Ex. Stock										Butts, riveted for half length amidship.									
Weight of Stock										Butts, riveted for half length amidship.									
Test, per Certificate										Butts, riveted for half length amidship.									
Weight Reg. by Table 31										Butts, riveted for half length amidship.									
Description of Anchor										Butts, riveted for half length amidship.									
Makers										Butts, riveted for half length amidship.									
Where and when tested and Superintendent										Butts, riveted for half length amidship.									
CHAIN CABLES.										Butts, riveted for half length amidship.									
Number of Certificate										Butts, riveted for half length amidship.									
Length and Size supplied										Butts, riveted for half length amidship.									
Test per Certificate										Butts, riveted for half length amidship.									
Weight of Chain Cable										Butts, riveted for half length amidship.									
Fathoms and Size per Table 31										Butts, riveted for half length amidship.									
Description										Butts, riveted for half length amidship.									
Makers of Cables										Butts, riveted for half length amidship.									
Where and when tested and Superintendent										Butts, riveted for half length amidship.									
HAWERS AND WARPS.										Butts, riveted for half length amidship.									
Number of Certificate										Butts, riveted for half length amidship.									
Length and Size supplied										Butts, riveted for half length amidship.									
Test per Certificate										Butts, riveted for half length amidship.									
Weight of Hawsers and Warps										Butts, riveted for half length amidship.									
Fathoms and Size per Table 31										Butts, riveted for half length amidship.									
Description										Butts, riveted for half length amidship.									
Makers of Hawsers and Warps										Butts, riveted for half length amidship.									
Where and when tested and Superintendent										Butts, riveted for half length amidship.									
Boats										Butts, riveted for half length amidship.									
Pumps, Number										Butts, riveted for half length amidship.									
Windlass is										Butts, riveted for half length amidship.									
Engine Room Skylights—How constructed?										Butts, riveted for half length amidship.									
What arrangements for deadlights in bad weather?										Butts, riveted for half length amidship.									
Coal Bunker Openings—How constructed?										Butts, riveted for half length amidship.									
Number of Scuppers, and number and dimensions of Freeing Ports, &c.										Butts, riveted for half length amidship.									
Ceiling in Holds, thickness and material										Butts, riveted for half length amidship.									
Cargo Hatchways—How formed?										Butts, riveted for half length amidship.									
State size No. 1 Hatch (Forward)										Butts, riveted for half length amidship.									
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch										Butts, riveted for half length amidship.									
Bulwarks, height above deck and description										Butts, riveted for half length amidship.									
The above is a correct description. Ramage & Ferguson Ltd.										Butts, riveted for half length amidship.									
Builder's Signature (name only)										Butts, riveted for half length amidship.									
Surveyor's Signature										Butts, riveted for half length amidship.									
Surveyor to Lloyd's Register of British & Foreign Shipping.										Butts, riveted for half length amidship.									

Correspondence.—State dates and initials of letters respecting this case (reference should be made to any correspondence connected with this case) 1913 March 28<sup>th</sup> 11/3/14

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, &amp;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 plating? A few

Are the butts of Plating, Stringers, &amp;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, &amp;c.) The workmanship &amp; materials are good!

This vessel has been built under special survey and in accordance with the approved midship section forwarded to London on the 27<sup>th</sup> August 1914 and in conformity with the Rules.

This vessel is fitted with Marconi Wireless Telegraphy. Plan of Profile, Pillaring, Strong Frames & all openings, after peak bulkhead, to bottom of tank top, 5th Horse, riveting of center girder, wheel base & bottom base, pumping arrangement, cast steel quadrant & rollers, cooling fan & tanks, openings in ship's side, position, plan of openings, gangway doors, shell plating M.T. down, cooling down & side light, winged M.T. down in hull, bulkhead, proposed exemption from bracing, forgings, along with fire forging reports herewith enclosed.

I should feel obliged for the return of all plans for my guidance in the building of sister vessel No. 239. The Surveyor should state the Number of Report and Name of any Sister Vessel. none

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 35.5 ft., R.Q.D. 35.5 ft., Bridge 35.5 ft., F'castle 35.5 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 as it should appear in the Register Book) Thwarts, Hulls, & Deck, sheathed with teak, & covered with R.C. plank, & for the hull sheathed R.C. Main & Deck—these tiers of beams should appear in the Register Book.

Official No. 136317; Signal Letters. State if Machinery is fitted aft. No

How are the surfaces preserved from oxidation? Inside Paint & Bitumastic & Cement Outside Paint

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

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft.	85.4	103	Fore peak tank,	16.0	34
Double bottom, under Engines and Boilers,	41.5	210	After peak tank,	10.0	15
Double bottom, if under Engines only,			Deep tank aft,		
Double bottom, if under Boilers only,			Deep tank forward,		
Double bottom, forward,	126.7	213	Other tanks, if fitted,		
Total capacity of double bottom	526		(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. 969.	DATES of Surveys held while building	1913 April 23, May 13, 21, June 11, 19, 26, July 19, 27, 29, August 6, 8, 11, 15, 20, 21, 27, September 1, 5, 29, October 2, 4, 13, 15, 23, 29, November 5, 10, 16, 21, 25, 26, December 1, 3, 10, 15, 22, 1914 January 7, 12, 21, 29, February 4, 12, 18, 25, March 5, 11, 19, 23, 31, April 2, 8, 13, 15, 22, 29, May 6, 8, 11, 12, 14, 21, 25, 29, 23, June 3, 4, 8, 11, 14, 25, 29, July 1, 3, 7, 14, 20, August 5, 8, 14, 19, 25, 28, 28.	Total No. of Visits 84.
Date 27 <sup>th</sup> March, 1913.	No. 238 in builder's yard.		

The amount of Entry Fee.....£ 5 : 0 : 0	Fees applied for, 29/8 1914.	Certificate to be sent to Luth 3/9/14.
Special .....£ 92 : 15 : 6	Received by me, 2-9-1914	
Travelling Expenses, if any £ : : :	2-9-1914	
State whether the Vessel has been built under Special Survey.	Yes	
I am of opinion this Vessel should be Classed T100 A1 Hatched Deck	Without	
With, or without Freeboard, as condition of Class.	Without	

Committee's Minute TUE. SEP. 1. 1914

Character assigned 100A1

Lloyd's A & B. P. + Luth 8.14

W. J. M. W.

Lloyd's Register Foundation