

With or Without Disconnected Erections.

STEEL STEAMER.

MON. MAY 18, 1914
Received at London Office

Date of completion of report 16.5.14. Port of Newcastle-on-Tyne No. 66085
Survey held at Bill Quay-on-Tyne Date, First Survey 15th Jul 1913 Last Survey 1st May 1914
On the (State if Single, Twin, or Triple Screw) Single Screw Steamer "SPRINGWELL" Rig Schooner
TONNAGE under 5300.81 CLASS 100A1. Master Thomas W. Scott
Do. between Tonnage Dk. and 3rd and 4th Dk. 2.09 Year of appointment 1914
Total under Upper Dk. 5300.81 Do. of Poop (Houses IN) 40.07 Built at Bill Quay-on-Tyne
Do. of R.Q. Dk. 79.45 When built 1914 Launched 26.2.14
Do. of Bridge (Houses IN) 133.67 By whom built Wood Skinner & Co. Rd.
Do. of Forecastle 36.44 Owners Well Line Ltd.
of excess of Hatchways above Crown of Engine Room 5592.53 Managers J. J. & B. Branfoot
Gross Tonnage 164.72 (Where necessary to be entered in Reg. Book.)
Crew Space 5427.81 Residence 21 Mosley St. Newcastle-on-Tyne.
above Crown of Engine Room 1789.61 Port belonging to Newcastle-on-Tyne.
Navigation Spaces 86.14
Register Tonnage 3552.06 cut on Beam

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
425 0			53 6			30 5 1/2			Two
						19 6			No. of Tiers of Beams Two
Moulded depth, ft. 40 ins. 3 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 1/2 ins.									
Moulded depth, ft. 33 ins. 0 To Upper Dk.									

FRAMING.						PILLARS.					
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule.	Inches per Rule.	Inches per Rule.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule.	Inches per Rule.	Inches per Rule.
IN FORE HOLDS	10 1/2	3 1/2	56	10 1/2	3 1/2	56	10 1/2	3 1/2	56	10 1/2	3 1/2
IN AFTER HOLDS	7 1/2	3 1/2	44	7 1/2	3 1/2	44	7 1/2	3 1/2	44	7 1/2	3 1/2
Do. in peaks	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2
E & B. SPACE	10	3 1/2	60	10	3 1/2	60	10	3 1/2	60	10	3 1/2
spacing of Frames from centre to centre amidships	26 1/2			26 1/2			26 1/2			26 1/2	
" " length to Collision bulkhead	26 1/2			26 1/2			26 1/2			26 1/2	
" " in peaks	24			24			24			24	
REVERSED FRAME, Angles	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2
FRAMING, depth of girder	44	40		44	40		44	40		44	40
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	E 40 B 60	E 40 B 60		E 40 B 60	E 40 B 60		E 40 B 60	E 40 B 60		E 40 B 60	E 40 B 60
" in way of Engine and Boiler Spaces	36			36			36			36	
" thickness at the ends of vessel	36			36			36			36	
" depth at 1/2 the half breadth, as per Rule	36			36			36			36	
" height extended at the Bilges	40			40			40			40	
FLOORS in Cell. Double Bottoms	40			40			40			40	
" state if flanged (top & bottom)	40			40			40			40	
" Spacing of Solid floors	26 1/2			26 1/2			26 1/2			26 1/2	
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	44 x 52	42		44 x 52	42		44 x 52	42		44 x 52	42
" Angles, Top (SINGLE)	4 1/2	4 1/2	60	4 1/2	4 1/2	60	4 1/2	4 1/2	60	4 1/2	4 1/2
" Bottom (DOUBLE)	4 1/2	4 1/2	60	4 1/2	4 1/2	60	4 1/2	4 1/2	60	4 1/2	4 1/2
" to Floors (SINGLE)	6	6	48	6	6	48	6	6	48	6	6
" Brackets at intermdt. frmg. with & thickness	Two 40	36		Two 40	36		Two 40	36		Two 40	36
SIDE GIRDERS, number on each side & thickness	Two 40	36		Two 40	36		Two 40	36		Two 40	36
" state if flanged (top and bottom)	40			40			40			40	
" Angles (top and bottom)	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2
" to Floors	3	3	40	3	3	40	3	3	40	3	3
MARGIN PLATE, depth (exclusive of flange) and thickness	42	48		42	48		42	48		42	48
" Angles to Outside Plating	4	4	48	4	4	48	4	4	48	4	4
" Floors	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2	42	3 1/2	3 1/2
" Brackets at intermdt. frmg. with & thickness	26 1/2			26 1/2			26 1/2			26 1/2	
Height of Outside Brackets above at bilge	26 1/2			26 1/2			26 1/2			26 1/2	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	83 x 52	42		83 x 52	42		83 x 52	42		83 x 52	42
" in Engine and Boiler space	E 50 B 66	E 50 B 66		E 50 B 66	E 50 B 66		E 50 B 66	E 50 B 66		E 50 B 66	E 50 B 66
" Remainder in Holds	40	36		40	36		40	36		40	36
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6 1/2	3	40	6 1/2	3	40	6 1/2	3	40	6 1/2	3
" In way of Long Bridge	26 1/2			26 1/2			26 1/2			26 1/2	
" Spacing	10	3 1/2	56	10	3 1/2	56	10	3 1/2	56	10	3 1/2
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	53			53			53			53	
" Spacing	53			53			53			53	
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3	46	8 1/2	3	46	8 1/2	3	46	8 1/2	3
" Angles on upper edge	53	48		53	48		53	48		53	48
" Spacing	6	3	40	6	3	40	6	3	40	6	3
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3	40	6	3	40	6	3	40	6	3
" Angles on upper edge	26 1/2			26 1/2			26 1/2			26 1/2	
" Spacing	10 1/2	3 1/2	56	10 1/2	3 1/2	56	10 1/2	3 1/2	56	10 1/2	3 1/2
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9 1/2	3 1/2	52	9 1/2	3 1/2	52	9 1/2	3 1/2	52	9 1/2	3 1/2
" Angles on upper edge	53	48		53	48		53	48		53	48
" Spacing	53	48		53	48		53	48		53	48

WEB FRAMES.				FORGINGS or CASTINGS.			
				Inches in Ship.			
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.....				✓			

BULKHEADS.	Number.	Thickness.	STIFFENERS.				Single or Double Frames.	Height up, state deck.
			Horizontal.		Vertical.			
			Size.	Spacing.	Size.	Spacing.		
W.T. BULKHEADS	6	40-30	12x35	30	12x35	30	Single	Upper dk
	10	38-30	12x35	30	12x35	30	Single	Upper dk
	15	38-30	12x35	30	12x35	30	Single	Upper dk
After Peak.	✓	42-30	12x35	30	12x35	30	Single	Upper dk
„ COLLISION „	✓	42-30	12x35	30	12x35	30	Single	Upper dk
PARTITION	✓	42-30	12x35	30	12x35	30	Single	Upper dk
LONGITUDINAL	✓	42-30	12x35	30	12x35	30	Single	Upper dk

Are the outside Plates doubled two spaces of Frames in length? *Yes*

Are the Staircase Valves and Watertight Doors in efficient working order? *Yes*

RUDDER, how constructed	
Thickness of Plates or Single Plate	1-10
Can the Rudder be unshipped afloat?	<i>Yes</i>
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.?	
<i>Siemens' Martin - Bolekno Vaughan; Bonsett Iron Co; Dorman Long & Co; Palmers S. & S. Co; South Durham Steel & Iron Co.</i>	
Has the Steel been tested as required by the Rules? <i>Yes</i>	

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		Ordinary or joggled.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAIPS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.	
FLAT PLATE KEEL.....	48	1.06	.74	.74	48	1.06	Double	6 3/4	1 1/8	4 1/16	TREB 1/2 L	1 1/8	4	2 1/2	14	14	14	14	
GARBOARD or A Strake	8 1/2	.66	.66	.48	8 1/2	.66	Double	5 1/4	1 1/8	3 5/16	Quad 1/2 L	1 1/8	3 1/2	2 1/2	14	14	14	14	
State actual thickness in way of Double Bottom.	B	.64	.66	.48		.66	Double	5 1/4	1 1/8	3 5/16	Quad 1/2 L	1 1/8	3 1/2	2 1/2	14	14	14	14	
C	.64	.66	.48		.66	Double	5 1/4	1 1/8	3 5/16	Quad 1/2 L	1 1/8	3 1/2	2 1/2	14	14	14	14		
D	.66	.50	.48		.66	Double	5 1/4	1 1/8	3 5/16	Quad 1/2 L	1 1/8	3 1/2	2 1/2	14	14	14	14		
E	.66	.46	.50		.66	Double	5 1/4	1 1/8	3 5/16	Quad 1/2 L	1 1/8	3 1/2	2 1/2	14	14	14	14		
F	.66	.46	.48		.66	Double	5 1/4	1 1/8	3 5/16	Quad 1/2 L	1 1/8	3 1/2	2 1/2	14	14	14	14		
G	.66	.46	.48		.66	Double	5 1/4	1 1/8	3 5/16	Quad 1/2 L	1 1/8	3 1/2	2 1/2	14	14	14	14		
H	.66	.46	.46		.66	Double	5 1/4	1 1/8	3 5/16	Quad 1/2 L	1 1/8	3 1/2	2 1/2	14	14	14	14		
J*	.76	.46	.46		.76	Double	5 1/4	1 1/8	3 5/16	Quad 1/2 L	1 1/8	3 1/2	2 1/2	14	14	14	14		
UPPER DECK SHEER K*	4 1/2	.66	.46	.46	4 1/2	.66	Double	5 1/4	1 1/8	3 5/16	Quad 1/2 L	1 1/8	3 1/2	2 1/2	14	14	14	14	
L	.66	.66	.46		.66	Double	5 1/4	1 1/8	3 5/16	Quad 1/2 L	1 1/8	3 1/2	2 1/2	14	14	14	14		
BRIDGE SHEER M	5 1/2	.40	.40		4 1/2	.70	Single	3	3/4	3	1	4	1	4	14	14	14	14	
N																			
O																			
P																			
Q																			
R																			
S																			
T																			
U																			
V																			
W																			
THICKNESS OF SHEER KEEL CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. of Flat Plate Keel	20' 0" x .76				20' 0" x .76														
Sheerstrake	24' 6" x .76				24' 6" x .76														
Length and thickness.																			
POOP SIDES	✓	✓	✓	.40	✓	.40	Single	3	3/4	3 5/16	Double	7/8	3 1/8	✓	✓	6	✓	✓	
SHORT BRIDGE SIDES	✓	✓	✓	✓	✓	✓	Single	3	3/4	3 5/16	Double	7/8	3 1/8	✓	✓	6	✓	✓	
FORECASTLE SIDES	✓	✓	✓	.42	✓	.42	Single	3	3/4	3 5/16	Double	7/8	3 1/8	✓	✓	6	✓	✓	

Upper Deck	Butts	Double	riveted for	half	length amidship.	Butts of Side Stringers	✓	riveted.
Stringer Plate	Straps	single, double or	overlapped for	full	length amidship.	Tie Plates	✓	riveted.
Second Deck	Butts	Double	riveted for	full	length amidship.	Inner Bottom Plating, riveting of Edges	Double & single	Butts
Stringer Plate	Straps	single or overlapped for	full	length amidship.	Centre Girder Butts	Double	Keelson Butts	✓
					Frames, riveted through Plates with	7/8	in. Rivets, about	6
					Rivets, state whether Iron or Steel	iron		

FRAMES extend in one length from *centre line to margin, & margin plate to deck* State if ordinary or joggled *ordinary*

REVERSED FRAMES on floors and frames extend from *across top of floors in tanks from centre line to margin.* State if ordinary or joggled *ordinary*

Alternate bulb angle frames carried up to Bridge Deck with intermediate angle frames between Upper & Bridge Decks.

MASTS, SPARS, &c.											
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	83.0	28 x 30	22 x 30	23 x 30	35 APP	Two	Three	3 1/2 x 3 3/8	Single	Double & Treble
	Main	73.0	—	25 x 30	—	—	—	—	—	—	—
	Mizen	—	—	—	—	—	—	—	—	—	—
Bowsprit	✓										
Topmasts, Yards and Remainder of Spars	Pitch pine	32' 0" long									
Rigging, Material and Size, Shrouds	Three 3 of 4 1/2, main 3 of 4 1/2										
Sails.	✓										

Sails, and the following spare sails ✓

MON. MAY 18. 1914

EQUIPMENT No. 38219				LETTER - a +				ANCHORS.				TONNAGE U. D.K. OR PLATING No. FOR TRAWLERS 5300.81.					
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.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
41524	1st Bower ...	69	2	0	Stockless			53	10	0	0	68	0	0	Jaylors' East Steel 1847	J. Jaylors & Sons	Nipton, 27.10.13 Perins
41692	2nd " ...	68	2	0	"			52	18	3	0	68	0	0	"	"	" 5.12.13. "
41691	3rd " ...	59	0	7	"			47	15	0	0	58	2	0	"	"	" 4.12.13. "
✓	4th " ...	✓	✓	✓								✓	✓	✓			
	Collective weight	197	0	7								194	2	0			
41695	Stream	19	2	21	5	0	0	20	8	1	21	19	0	0	Shon Stock (Zotman)	"	Nipton 5.12.13. Perins
41694	Kedge.....	8	0	14	2	0	7	10	5	0	0	8	0	0	" (Rodgers)	"	"

CHAIN CABLES.												HAWERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 31.			
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
11961	Fathoms.	Ins.	Tons.	Tons.	Cwts. grs. lbs.	Cwts. grs. lbs.	Fathoms.	Ins.	Steel	J. Taylor & Sons	Low Walker	TOWLINE	Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
	270	2 5/16	964	1344	728.1.14	720.3.14	270	2 5/16			29.11.13. Green.		120	5 1/4	65	120	5 1/4		
	32											HAWERS & WARPS	90	9	Manila	90	8		
Iron, Steam, Chain or Steel Wire	90	Cir.	✓	64	✓	✓	90	Cir.	✓	✓	✓	" "	90	8	"	90	8		
												" "	2090	7	"	90	7		
												" "	2090	7	"	90	7		

Boats Four lifeboats & one cutter
Pumps, Number one 6" Downton & one fore peak. Steering Gear, Steam Yes (J. Hyman & Co.) Steering Gear, Hand Yes (Crawford's)
Windlass is Steam (Blake Chapman & Co.) Diameter of Barrel 3" hand pump. State whether they are in efficient working order Yes
Engine Room Skylights. How constructed? Steel plates & angles with steel. What arrangements for deadlights in bad weather? Strong bulls eyes
Coal Bunker Openings. How constructed? Steel plates & angles. How are lids secured? Chats & battens Height above deck? 2' 7 1/2"
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 scuppers each side. & 8 freeing ports each side 3' 6" x 1' 6".
Ceiling in Holds, thickness and material 9 x 2 1/2" w. w. Cargo Battens, thickness and material 9 x 2" w. w.
Cargo Hatchways. How formed? Steel plates & angles. Hatches, If strong and efficient? Yes. 3 1/2 x 3" solid
State size No. 1 Hatch (Forward) 26' 6" x 18' 0" No. 2 Hatch 28' 8 1/2" x 18' 0" No. 3 Hatch 12' 5" x 18' 0" No. 4 Hatch 28' 8 1/2" x 18' 0"
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Nos. 1, 2, 4 & 5 (No. 5 Hatch 26' 6" x 18' 0". No. 6 Hatch 12' 0" x 8' 0".
5, four webs, Nos 3 & 6, one web. - no fore & afters. No. of Breasthooks four No. of Crutches dup floors
Bulwarks, height above deck and description Steel 48" x 25, stays 8" x 40 & 6" apart. Main Rail, material and size B.A., 7 x 3 x 38.
The foregoing is a correct description.
Builder's Signature (here only) Leslie Skinner Surveyor's Signature James Dickie
Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M. 4.6.13; 5.6.13; 12.6.13; 17.6.13; 11.7.13; 23.7.13; 1.8.13; E.15.8.13; M.27.11.13; 5.12.13; 19.2.14.

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? Still joggled 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.) This vessel has been built under Special Survey & in accordance with the Secretary's letters, the Rules, & approved plans for the intended class 100A1. The materials & workmanship are good & efficient.

The following approved plans are forwarded herewith. Viz - Midship Section, Profile, Deck Plan, Bellows & Girders, Lower Deck Whinger in Boiler Room, Stem & Rudder Frames, & Quadrant, One Report of Forgings forwarded herewith. (& Pumping Arrangement.

Vessel fitted with Wireless Telegraphy by Messrs Siemens Bros & Co. (Quenched Spark System).

Bulkhead in No 2 hold omitted as per Secretary's letter of 5th June 1913, & the following notation to be made in the Register Book, Viz - "Intermediate Bulkhead in No 2 hold - dispensed with"

The Surveyor should state the Number of Report and Name of any Sister Vessel.

(6 B.H. only.)

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, MAY 15 1914

Special Survey Fee £ 160 : 14 : 0

Travelling Expenses, if any £ ✓ : ✓ : ✓

Received by me, 18/5/14

Certificate to be sent to Newcastle - Date of issue 22/5/14
-on-Tyne.

State whether the Vessel has been built under Special Survey yes

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

With, or without Freeboard, as condition of Class without.

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRI. MAY 22 1914

Character assigned

100A1.

Lloyds A.G.P.

+ H.M.C. 5.14
F.D.



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Lloyd's Register Foundation

W756 - 0078 2

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34.0 ft., R.Q.D. ☒ ft., Bridge 121.4 ft., Forecastle 48.5 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 in the Register Book) 2 dks (Stl)

Official No. 133555; Signal Letters ✓ State if Machinery is fitted aft no
How are the surfaces preserved from oxidation? Inside portland cement & paint Outside paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>123.65</u>	<u>361</u>	Fore peak tank.	<u>24.5</u>	<u>74</u>
Double bottom, under Engines and Boilers,	<u>46.36</u>	<u>214</u>	After peak tank,	<u>20.0</u>	<u>132</u>
Double bottom, if under Engines only,	<u>✓</u>	<u>✓</u>	Deep tank, aft,	<u>✓</u>	<u>✓</u>
Double bottom, if under Boilers only,	<u>✓</u>	<u>✓</u>	Deep tank, forward,	<u>✓</u>	<u>✓</u>
Double bottom, forward,	<u>181</u>	<u>612</u>	Other tanks, if fitted,	<u>✓</u>	<u>✓</u>
Total capacity of double bottom		<u>1187</u>	(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. 4443

Date 24.7.1913

No. 184 in builder's yard.

DATES OF SURVEYS held while building

1913.—Jul. 15. 17. 21. 25. 28. Aug. 1. 5. 7. 12. 15. 26. 28. Sep. 2. 5. 10. 12. 17. 19. 23. 29. Oct. 9. 10. 14. 22. 27. 29. 31. Nov. 4. 7. 11. 14. 19. 21. 25. Dec. 1. 4. 9. 11. 16. 17. 24. 30. 1914 Jan. 7. 8. 19. 21. 23. 28. Feb. 2. 5. 9. 13. 20. 25. Mar. 4. 13. 18. Apr. 1. 7. 21. 24. 28. May 1. 4. 5. 6

Surveyor's Signature

James Dickie
Total No. of Visits 70