

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London 24th DEC. 1913

Date of completion of report  
Survey held at

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

Port of **NEWCASTLE-ON-TYNE**

No. **65293**

Date, First Survey **10th March 1913** Last Survey **5th December 1913**

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

**S.S. Eclair**

Rig **Schooner**

TONNAGE under

CLASS **100 A.1**

Master **Roberts**

Year of appointment

(1) As Master in service of  
owner of present vessel:—191  
(2) As Master of this  
vessel:—191

Tonnage Deck...

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of 2nd Dk. **426.78**

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of Engine Room

Gross Tonnage **6542.87**

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES... **6308.96**

Less Engine Room

Less Navigation Spaces

Register Tonnage **4169.17**

Destined Voyage **London**

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

**Yes**

Built at **Newcastle**

When built **1913** Launched **12th Nov 1913**

By whom built **Loan Hunter & Wyham Richardson**

Owners **The Bear Creek Oil Shipping Co Ltd**

Managers **C. F. Bowring & Co Ltd**

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

Residence **20 Castle St Lpl.**

Port belonging to **Liverpool**

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	No. of Tiers of Beams
<b>420 0</b>	<b>420</b>	<b>0</b>	<b>54 3 1/2</b>	<b>54</b>	<b>3 1/2</b>	Do. do. do. do.	Second Dk. Beams	<b>24 0 1/2</b>	<b>24</b>	<b>0 1/2</b>	<b>2</b>
Moulded depth, ft. <b>38</b> ins. <b>8 1/2</b> To Bridge Dk. Round of Upper Dk. Beam, Actual <b>13 1/2</b> ins.											
Moulded depth, ft. <b>32</b> ins. <b>8 1/2</b> To Upper Dk.											

Dimensions of Ship per Register, Length **420.5** breadth **54.60** depth **32.45**

FRAMING.				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.
FRAME, Angles, <b>Longitudinal framing</b>				PILLARS, In 'tween Deck, size and spacing			
Do. in peaks	<b>3 1/2</b>	<b>4 1/2</b>	<b>7 1/2</b>	" " Hold	<b>9 1/2</b>	<b>9 1/2</b>	<b>9 1/2</b>
Do. in way of Double Bottoms at Solid Floors	<b>3 1/2</b>	<b>3 1/2</b>	<b>4 1/2</b>	" " Quarter 'tween Dks.	<b>9 1/2</b>	<b>9 1/2</b>	<b>9 1/2</b>
" " at intermdt. Bkts.				" " in Hold			
Spacing of Frames from centre to centre amidships	<b>24</b>	<b>24</b>	<b>24</b>	KEELSONS & STRINGERS.			
" " length to Collision bulkhead in peaks	<b>24</b>	<b>24</b>	<b>24</b>	CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate or Intercoastal Plate	<b>7 1/2</b>	<b>5 1/2</b>	<b>7 1/2</b>
REVERSED FRAME, Angles, in peaks	<b>3 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>	Bottom Rider Plate, of middle line bulk.	<b>1 1/2</b>	<b>5 1/2</b>	<b>5 1/2</b>
Do. in way of Double Bottoms at Solid Floors	<b>3 1/2</b>	<b>3 1/2</b>	<b>5 1/2</b>	" Flat Plate Keel Angles	<b>1 1/2</b>	<b>5 1/2</b>	<b>5 1/2</b>
" " at intermdt. Bkts.				" Horizontal Plates on Floors			
FRAMING, depth of girder				" Angles or Bulb Angles			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships				SIDE KEELSONS, Number			
" in way of Engine and Boiler Spaces	<b>40</b>	<b>40</b>	<b>40</b>	" Angles or Bulb Angles			
" thickness at the ends of vessel				" Plate above floors, for length			
" depth at 1/2 the half breadth, as per Rule				" Intercoastal Plate, for length			
" height extended at the Bilges				" Attached to outside Plating with Angle			
FLOORS in Cell. Double Bottoms	<b>50</b>	<b>50</b>	<b>50</b>	BILGE KEELSON, Angles			
" state if flanged (top & bottom)	<b>40</b>	<b>40</b>	<b>40</b>	" Intercoastal Plate for length			
" Spacing of Solid floors	<b>36 67</b>	<b>36 67</b>	<b>36 67</b>	" Attached to outside Plating with Angle			
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.	<b>48 72 60</b>	<b>48 72 60</b>	<b>48 72 60</b>	SIDE STRINGERS, Number			
" Angles, Top	<b>3 1/2</b>	<b>3 1/2</b>	<b>5 1/2</b>	" Angle			
" " Bottom	<b>4 1/2</b>	<b>4 1/2</b>	<b>5 1/2</b>	" Intercoastal Plate, for length			
" " to Floors	<b>5 1/2</b>	<b>5 1/2</b>	<b>5 1/2</b>	" Attached to outside plating with Angle			
" Brackets at intermdt. frmg., wdth & thknss	<b>1 1/2</b>	<b>2 1/2</b>	<b>5 1/2</b>	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>
SIDE GIRDERS, number on each side & thickness	<b>1 1/2</b>	<b>2 1/2</b>	<b>5 1/2</b>	" " " " br'dth & thickness (in way of Bridge)	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>
" state if flanged (top and bottom)	<b>40</b>	<b>40</b>	<b>40</b>	" " " " Angle (clear of Bridge)	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>
" Angles (top and bottom)	<b>3 1/2</b>	<b>3 1/2</b>	<b>5 1/2</b>	" " Tie Plate at sides of Hatchways	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>
" " to Floors	<b>3 1/2</b>	<b>3 1/2</b>	<b>5 1/2</b>	" Deck * Iron or Steel, for full lng.	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>
MARGIN PLATE, depth (exclusive of flange) and thickness	<b>3 1/2</b>	<b>3 1/2</b>	<b>5 1/2</b>	" " Thickness (clear of Bridge)	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>
" Angles to Outside Plating	<b>4 1/2</b>	<b>4 1/2</b>	<b>5 1/2</b>	" " (in way of Bridge)	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>
" Floors	<b>6 1/2</b>	<b>6 1/2</b>	<b>5 1/2</b>	" Wood Deck, Material & thickness	<b>5 1/2</b>	<b>4 1/2</b>	<b>5 1/2</b>
" Brackets at intermdt. frmg., wdth & thknss	<b>1 1/2</b>	<b>2 1/2</b>	<b>5 1/2</b>	Second Deck Stringer Plate, br'dth & thickness	<b>5 1/2</b>	<b>4 1/2</b>	<b>5 1/2</b>
Height of Outside Brackets above at bilge	<b>70 50</b>	<b>70 50</b>	<b>70 50</b>	" Angles on ditto, No. 1	<b>5 1/2</b>	<b>4 1/2</b>	<b>5 1/2</b>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<b>70 50</b>	<b>70 50</b>	<b>70 50</b>	" Tie Plates outside Hatchways	<b>5 1/2</b>	<b>4 1/2</b>	<b>5 1/2</b>
" " in Engine and Boiler space	<b>70 50</b>	<b>70 50</b>	<b>70 50</b>	" Deck * Iron or Steel, for full lng.	<b>5 1/2</b>	<b>4 1/2</b>	<b>5 1/2</b>
" " Remainder in Holds	<b>70 50</b>	<b>70 50</b>	<b>70 50</b>	" Wood Deck, Material & thickness	<b>5 1/2</b>	<b>4 1/2</b>	<b>5 1/2</b>
AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<b>6 3 40</b>	<b>6 3 40</b>	<b>6 3 40</b>	Third Deck Stringer Plate, br'dth & thickness	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
" In way of Long Bridge	<b>6 3 40</b>	<b>6 3 40</b>	<b>6 3 40</b>	" Angles on ditto, No.	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
" Spacing	<b>26 1/2 28 1/2</b>	<b>26 1/2 28 1/2</b>	<b>26 1/2 28 1/2</b>	" Tie Plates, outside Hatchways	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
AMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<b>5 2 30</b>	<b>5 2 30</b>	<b>5 2 30</b>	" Deck * Material and thickness	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
" Spacing	<b>27 1/2 29 1/2</b>	<b>27 1/2 29 1/2</b>	<b>27 1/2 29 1/2</b>	Fourth and Fifth Deck Stringer Plate, breadth & thickness	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<b>6 3 40</b>	<b>6 3 40</b>	<b>6 3 40</b>	" Angles on ditto, No.	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
" Angles on upper edge	<b>6 3 40</b>	<b>6 3 40</b>	<b>6 3 40</b>	" Tie Plates outside Hatchways	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
" Spacing	<b>26 1/2 28 1/2</b>	<b>26 1/2 28 1/2</b>	<b>26 1/2 28 1/2</b>	" Deck, Material & thickness	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<b>5 2 30</b>	<b>5 2 30</b>	<b>5 2 30</b>	Poop Deck Stringer Plate, breadth & thickness	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
" Angles on upper edge	<b>5 2 30</b>	<b>5 2 30</b>	<b>5 2 30</b>	" Angle on ditto	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
" Spacing	<b>27 1/2 29 1/2</b>	<b>27 1/2 29 1/2</b>	<b>27 1/2 29 1/2</b>	" Tie Plates	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<b>6 3 40</b>	<b>6 3 40</b>	<b>6 3 40</b>	" Deck, Material and thickness	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
" Angles on upper edge	<b>6 3 40</b>	<b>6 3 40</b>	<b>6 3 40</b>	Bridge Deck Stringer Plate, br'dth & thickness	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
" Spacing	<b>27 1/2 29 1/2</b>	<b>27 1/2 29 1/2</b>	<b>27 1/2 29 1/2</b>	" Angle on ditto	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
	<b>27 1/2 24</b>	<b>27 1/2 24</b>	<b>27 1/2 24</b>	" Tie Plates	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>
	<b>27 1/2 24</b>	<b>27 1/2 24</b>	<b>27 1/2 24</b>	" Deck, Material and thickness	<b>7 1/2</b>	<b>3 1/2</b>	<b>3 1/2</b>

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



EQUIPMENT No. 38406				LETTER at				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 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.															
14616		1st Bower		68 3 20		Stainless		52 5 0 0		58 0 0		Britannic		R. Sykes & Co. Ltd.		Bradley Heath 23/7/13															
14744		2nd "		66 2 20		"		51 19 1 14		58 0 0		"		"		21/8/13															
14750		3rd "		59 2 0		"		48 1 1 0		58 2 0		"		"		15/8/13															
4th "		Collective weight		95 0 12		"		"		194 2 2		"		"		J.C. Paul.															
9576		Stream		19 2 14		14 3 21		20 8 0 0		119 0 0		Rodgers		R. Sykes & Co. Ltd.		Hammers Drop & Rensselaer															
9577		Kedge		18 1 7		2 0 14		10 8 0 0		8 0 0		"		"		Cardiff 29/4/13. G.W. Penn															
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.		Length and size per Table 31.									
13558		270 2 7/8		96 3/4		121.0.7/20.3.4		270 2 5/8		Steel		R. Sykes & Co. Ltd.		Cardiff 8/7/13		G.W. Penn		TOWLINE		120 8		5 9									
"		90 5		59		"		90 5		"		"		"		"		HAWERS & WARPS		90 2 3/4		18 2									
"		"		"		"		"		"		"		"		"		"		120 25		5 9									
"		"		"		"		"		"		"		"		"		"		27 90		8									
"		"		"		"		"		"		"		"		"		"		27 90		7									
Boats 2 Life 8 2 Cigs																Steering Gear, Steam															
Pumps, Number 2 - 5" dia 11-3" up portable																Diameter of Barrel															
Windlass is Iron patent																State whether they are in efficient working order															
Engine Room Skylights. - How constructed? Steel plates & angles																What arrangements for deadlights in bad weather? Steel shutters & lights															
Coal Bunker Openings. - How constructed? Steel plates & angles																How are lids secured? Battened hinges															
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 Scuppers each side																Height above deck? 30"															
Ceiling in Holds, thickness and material																Cargo Battsens, thickness and material															
Cargo Hatchways. - How formed? Steel plates & angles																Hatches, If strong and efficient? Yes. Hinged															
State size No. 1 Hatch (Forward) 12.0 x 4.9																No. 2 Hatch															
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch																No. 3 Hatch															
"																No. 4 Hatch															
Bulwarks, height above deck and description Open rails																Main Rail, material and size															
The foregoing is a correct description.																Surveyor's Signature E.J. Milton & Arthur Scullard.															
Builder's Signature (here only) Ablanighton																Surveyor to Lloyd's Register of British and Foreign Shipping.															
Correspondence. - State dates and initials of letters respecting this case (References should be made in any correspondence connected with the case).																															
18.7.12 23.1.13 11.7.11 8.1.12 5.5.11 25.7.12 29.6.11																															
Workmanship. Are the butts of plating planed or otherwise fitted? Lapped and 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? G. 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. 50)? Yes																															
State results of tests Good																															
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes																															
State results of tests Good																															
General Remarks (State quality of workmanship, &c.)																															
This vessel has been built in accordance with the Rules, the approved plans and the Secretary's letters quoted above																															
The workmanship and materials are good throughout																															
The oil tanks, copperdam spaces oil fuel bunkers etc have been tested to Rule requirements and found tight and section 49 complied with.																															
The approved plan of Quadsup Section, Profile, Rudder Forepeak framing, Pass Bussing section Pumping plan clear of oil tanks, spacing of keel angle riveting																															
S.S. Cordelia have report no 62433 is a sister vessel																															
S.S. Rosalind " no 64081 "																															
The Surveyor should state the Number of Report and Name of any Sister Vessel.																															
The amount of Entry Fee £ 5 : 0 : 0																															
Special Survey Fee £ 182 : 14 : 6																															
Travelling Expenses, if any £ : : 14/11/1914																															
Fees applied for, DEC 17 1914																															
Received by me, 14/11/1914																															
Certificate to be sent to NEWCASTLE-ON-TYNE																															
Date of issue 15.1.14																															
State whether the Vessel has been built under Special Survey Yes																															
I am of opinion this Vessel should be Classed 100 A.1. Steel Carrying Petroleum in bulk.																															
With, or without Freeboard, as condition of Class without Longitudinal framing																															
Surveyor to Lloyd's Register of British and Foreign Shipping.																															
Committee's Minute TUE. DEC. 23. 1913																															
Character assigned 100 A.1																															
Carrying petroleum in bulk																															
Fitted for at fuel 12.13. F.P. above 150°F																															
Hogd. at 12.13																															
Thine 12.13																															



## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.		
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Spacing of Rivets on each side of Transverses and Bulkheads.		Number.	Diameter.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.		Inches.	
Framing of L, L or C																		
Frames in Bridge 'tween Decks																		
Frames from Uppermost Continuous Deck																		
Framing from Awning, Shelter or Upper Deck to Margin Plate.		No. 1	7 1/2	3 1/2	40	7 1/2	3 1/2	36	7 1/2	3 1/2	40	7 1/2	3 1/2	36	7 1/2	3 1/2	7	7/8
		" 2	7 1/2	3 1/2	40	7 1/2	3 1/2	36	7 1/2	3 1/2	40	7 1/2	3 1/2	36	"	"	"	"
		" 3	8 1/2	3 1/2	50	8 1/2	3 1/2	42	8 1/2	3 1/2	50	8 1/2	3 1/2	42	"	"	8	"
		" 4	9 1/2	3 1/2	50	9 1/2	3 1/2	42	9 1/2	3 1/2	50	9 1/2	3 1/2	42	"	"	"	"
		" 5	10 1/2	3 1/2	46	10 1/2	3 1/2	46	10 1/2	3 1/2	46	10 1/2	3 1/2	46	"	3 1/2 for 11 rivets	9	"
		" 6	10 1/2	3 1/2	52	10 1/2	3 1/2	44	10 1/2	3 1/2	52	10 1/2	3 1/2	44	"	"	"	"
		" 7	10 1/2	3 1/2	50	10 1/2	3 1/2	46	10 1/2	3 1/2	50	10 1/2	3 1/2	46	"	"	10	"
		" 8	12 1/2	3 1/2	50	12 1/2	3 1/2	52	12 1/2	3 1/2	50	12 1/2	3 1/2	52	"	3 1/2	"	"
		" 9	12 1/2	3 1/2	50	12 1/2	3 1/2	54	12 1/2	3 1/2	50	12 1/2	3 1/2	54	"	"	11	"
		" 10	12 1/2	3 1/2	50	12 1/2	3 1/2	56	12 1/2	3 1/2	50	12 1/2	3 1/2	56	"	3 1/2	12	"
		" 11	14 x 4 3/4	3 1/2	54	14 x 4 3/4	3 1/2	54	14 x 4 3/4	3 1/2	54	14 x 4 3/4	3 1/2	54	"	"	"	"
		" 12	16 x 4 3/4	3 1/2	42	16 x 4 3/4	3 1/2	42	16 x 4 3/4	3 1/2	42	16 x 4 3/4	3 1/2	42	"	"	"	"
		" 13	17 x 4 3/4	3 1/2	42	17 x 4 3/4	3 1/2	42	17 x 4 3/4	3 1/2	42	17 x 4 3/4	3 1/2	42	"	"	"	"
		" 14	"	"	"	"	"	"	"	"	"	"	"	"	"	and throughout in both tank fore and fore hold.	"	"
		" 15	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
		" 16	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Spacing of Longitudinal Frames		Amidships			30			At Ends			20							
Double Bottoms L, L or C		Tank Top Longitudinals			7 1/2 3 1/2 52			7 1/2 3 1/2 52			7 1/2 3 1/2 52		3 for 4 rivets					
		Bottom			8 1/2 3 1/2 42			8 1/2 3 1/2 42			8 1/2 3 1/2 42		"					
Spacing of Longitudinals		Amidships			30			At Ends			30							
Transverses.														Rivets in Lugs to Shell Diam. Speng.				
In Bridge		Depth and Thickness																
'tween Decks		Face Angles																
		Lugs to Shell*																
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness																
		Face Angles																
		Lugs to Shell*												7 1/2 4		Joggled		
In Hold.		Depth and Thickness																
		Face Angles																
		Lugs to Shell*												7 1/2 4		Joggled.		
		Brackets																
Spacing of Transverse Frames		11 1/2																
		* State if joggled or liners.																
Longitudinal Beams of L, L or E		Bridge Deck ...																
		Awg. or Shltr. Dk.																
		Upper												7 1/2 3 40		30		
		Second												8 3 40		30		
		Third																
Transverse Beams		In Ships.												As approved.				
		Plate.												Plate.				
		Angles.												Angles.				
		11 x 40												11 x 40				
		20 x 40												20 x 40				

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.

200,612.—T.

**PARTICULARS FOR RECORD IN THE REGISTER**  
(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 should appear in the Register Book) *2 Dks Steel & web frames*  
Official No. ; Signal Letters *State if Machinery is fitted aft* *Yes*  
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. *Cell Dks under*

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	22.4	60.5
Double bottom, under Engines and Boilers,			After peak tank,	12.0	39.5
Double bottom, if under Engines only,			Deep tank, aft,	19.6	56.5
Double bottom, if under Boilers only,	26.0	78	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		
			State whether the above have been tested as required by the Rules.		<i>Yes</i>

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

Order for Special Survey No. *4437*

Date *14.6.1913*

No. *931* in builder's yard.

DATES OF SURVEYS held while building

*1913*  
*Mar. 10. 13. 17. Apr. 1. 4. 14. 17. 21. 25. 29. May. 1. 5. 9. 14. 19. 21. Jun. 2. 4. 6. 10. 30.*  
*Jul. 9. 17. 22. 23. 25. 31. Aug. 7. 8. 11. 15. Sep. 3. 4. 8. 9. 10. 11. 18. 19. 22. 23. 25. 30. Oct. 3.*  
*7. 9. 13. 14. 15. 16. 17. 18. 20. 21. 22. 23. 24. 27. 28. 29. 30. 31. Nov. 1. 3. 4. 5. 10. 11. 24. 26. 27. 28.*  
*1. 2. 3. 4. 5.*

Total No. of Visits *70*

Surveyor's Signature

*E. J. Millon & Arthur Scullard*  
Lloyd's Register Foundation



GENERAL

## 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.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	
Framing of L, L or C .....																
Frames in Bridge 'tween Decks ...																
Frames from Uppermost Continuous Deck																
Framing from Awning, Shelter or Upper Deck to Margin Plate.	No. 1	7 1/2	3 1/2	40	7 1/2	3 1/2	36	7 1/2	3 1/2	40	7 1/2	3 1/2	36	7 1/2	3 1/2	
	" 2	7 1/2	3 1/2	40	7 1/2	3 1/2	36	7 1/2	3 1/2	40	7 1/2	3 1/2	36	7 1/2	3 1/2	
	" 3	8 1/2	3 1/2	50	8 1/2	3 1/2	42	8 1/2	3 1/2	50	8 1/2	3 1/2	42	8 1/2	3 1/2	
	" 4	9 1/2	3 1/2	50	9 1/2	3 1/2	42	9 1/2	3 1/2	50	9 1/2	3 1/2	42	9 1/2	3 1/2	
	" 5	10 1/2	3 1/2	46	10 1/2	3 1/2	46	10 1/2	3 1/2	46	10 1/2	3 1/2	46	10 1/2	3 1/2	
	" 6	10 1/2	3 1/2	52	10 1/2	3 1/2	44	10 1/2	3 1/2	52	10 1/2	3 1/2	44	10 1/2	3 1/2	
	" 7	10 1/2	3 1/2	50	10 1/2	3 1/2	46	10 1/2	3 1/2	50	10 1/2	3 1/2	46	10 1/2	3 1/2	
	" 8	12 1/2	3 1/2	50	12 1/2	3 1/2	52	12 1/2	3 1/2	50	12 1/2	3 1/2	52	12 1/2	3 1/2	
	" 9	12 1/2	3 1/2	50	12 1/2	3 1/2	54	12 1/2	3 1/2	50	12 1/2	3 1/2	54	12 1/2	3 1/2	
	" 10	12 1/2	3 1/2	50	12 1/2	3 1/2	56	12 1/2	3 1/2	50	12 1/2	3 1/2	56	12 1/2	3 1/2	
	" 11	14x4 3 1/2x3 1/2x4	12 1/2	3 1/2	54	14x4 3 1/2x3 1/2x4	12 1/2	3 1/2	54	14x4 3 1/2x3 1/2x4	12 1/2	3 1/2	54	14x4 3 1/2x3 1/2x4	12 1/2	3 1/2
	" 12	16x4 3 1/2x3 1/2x4	6 1/2	3 1/2	42	16x4 3 1/2x3 1/2x4	6 1/2	3 1/2	42	16x4 3 1/2x3 1/2x4	6 1/2	3 1/2	42	16x4 3 1/2x3 1/2x4	6 1/2	3 1/2
	" 13	17x4 3 1/2x3 1/2x4	6 1/2	3 1/2	42	17x4 3 1/2x3 1/2x4	6 1/2	3 1/2	42	17x4 3 1/2x3 1/2x4	6 1/2	3 1/2	42	17x4 3 1/2x3 1/2x4	6 1/2	3 1/2
	" 14															
	" 15															
	" 16															
Spacing of Longitudinal Frames		Amidships ..... 30			At Ends ..... 20											
Double Bottoms L, L or C		Tank Top Longitudinals			7 1/2 3 1/2 52			7 1/2 3 1/2 52			7 1/2 3 1/2 52			3' for 4 rivets		
		Bottom			8 1/2 3 1/2 42			8 1/2 3 1/2 42			8 1/2 3 1/2 42					
Spacing of Longitudinals		Amidships			30			30								
		At Ends...														
Transverses.																
In Bridge		Depth and Thickness														
'tween Decks		Face Angles .....														
		Lugs to Shell* .....														
In Awning, Shelter		Depth and Thickness			18											

Bottom longitudinals

and throughout in last tank fore and fore hold.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 112.5 ft., R.Q.D. ft., Bridge 250 ft., Forecastle 42.75 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined*

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 should appear in the Register Book) *2 Dks Steel & web frames*

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

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 *Cell & girders*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	22.4	60.5
Double bottom, under Engines and Boilers,			After peak tank,	12.0	39.5
Double bottom, if under Engines only,			Deep tank, aft,	119.6	565
Double bottom, if under Boilers only,	26.0	78	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(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. *4437*

Date *14.6.1915*

No. *931* in builder's yard.

Dates of Surveys held while building

*1915*  
*Mar. 10. 13. 17. Apr. 1. 4. 14. 17. 21. 25. 29. May. 1. 5. 9. 14. 19. 21. Jun. 2. 4. 6. 10. 30.*  
*Jul. 9. 17. 22. 23. 25. 31. Aug. 7. 8. 11. 15. Sep. 3. 4. 8. 9. 10. 11. 18. 19. 22. 23. 25. 30. Oct. 3.*  
*7. 9. 13. 14. 15. 16. 17. 18. 20. 21. 22. 23. 24. 27. 28. 29. 30. 31. Nov. 1. 3. 4. 5. 10. 11. 24. 26. 27. 28.*  
*1. 2. 3. 4. 5.*

Total No. of Visits *70*

Surveyor's Signature

*E. J. Milton & Arthur Scullard*  
 Foundation