

With ~~or Without~~ Disconnected Erections.

STEEL STEAMER.

Received at London JUN. 26 1914.

Date of completion of report 25th June 1914

Port of Belfast

No. 7399

Survey held at Londonderry

Date, First Survey 25th August 1913

Last Survey 17th June 1914

On the Screw Steamer "KEYNOR"

Rig Schooner

TONNAGE under

(Tonnage Deck...)

Do. of Poop

Do. of R.Q.Dk.

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

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Register Tonnage

as cut on Beam

CLASS 100 A1 with freeboard

for service on the River St. Lawrence and Great Lakes

Master not yet appointed

Year of appointment

Built at Londonderry

When built 1914 - 6mo Launched 7th April 1914

By whom built The North of Ireland S.B. Co.

Owners Keystone Transportation Co. of Canada Ltd.

Managers

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

Residence

Port belonging to Newcastle-on-Tyne

Destined Voyage St. Lawrence via a Swedish Port

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

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
250	0	42	4	17	4	20	0	10 1/2	one	one

Dimensions of Ship per Register, Length 250.0' breadth 42.5' depth 17.45' Moulded depth, ft. 20 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 10 1/2 ins.

FRAMING.					PILLARS.				
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appro.	Inches per Rule	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appro.	Inches per Rule
FRAME, Angle, E L Bars amidships					PILLARS, In 'tween Deck, size and spacing				
Do. in peaks	5 1/2	3	35	18	Do. in peaks	5 1/2	3	35	18
Do. in way of Double Bottoms at Solid Floors	5	3	30	3	Do. in way of Double Bottoms at Solid Floors	5	3	30	3
Do. in way of Double Bottoms at intermdt. Bkts.	5	3	34	5	Do. in way of Double Bottoms at intermdt. Bkts.	5	3	34	5
Spacing of Frames from centre to centre amidships	24			24	Spacing of Frames from centre to centre amidships	24			24
Do. in peaks	24	21		24	Do. in peaks	24	21		24
Do. in way of Double Bottoms at Solid Floors	24	18		18	Do. in way of Double Bottoms at Solid Floors	24	18		18
Do. in way of Double Bottoms at intermdt. Bkts.	24	18		18	Do. in way of Double Bottoms at intermdt. Bkts.	24	18		18
REVERSED FRAME, Angles in After Peak	3	3	30	3	REVERSED FRAME, Angles in After Peak	3	3	30	3
Do. in way of Double Bottoms at Solid Floors	3	3	30	3	Do. in way of Double Bottoms at Solid Floors	3	3	30	3
Do. in way of Double Bottoms at intermdt. Bkts.	3	3	30	3	Do. in way of Double Bottoms at intermdt. Bkts.	3	3	30	3
FRAMING, depth of girder	7 1/2			7 1/2	FRAMING, depth of girder	7 1/2			7 1/2
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships					FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships				
Do. in way of Engine and Boiler Spaces					Do. in way of Engine and Boiler Spaces				
thickness at the ends of vessel			30	30	thickness at the ends of vessel			30	30
depth at 1/2 the half breadth, as per Rule					depth at 1/2 the half breadth, as per Rule				
height extended at the Bilges					height extended at the Bilges				
FLOORS & BRACKETS in Cell Dble Bottoms	35	18	30	30	FLOORS & BRACKETS in Cell Dble Bottoms	35	18	30	30
Do. in way of Double Bottoms at Solid Floors	35	18	30	30	Do. in way of Double Bottoms at Solid Floors	35	18	30	30
Do. in way of Double Bottoms at intermdt. Bkts.	35	18	30	30	Do. in way of Double Bottoms at intermdt. Bkts.	35	18	30	30
Spacing	48	21	18	48	Spacing	48	21	18	48
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	40		40	40	CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	40		40	40
Do. in peaks	40		40	40	Do. in peaks	40		40	40
Do. in way of Double Bottoms at Solid Floors	40		40	40	Do. in way of Double Bottoms at Solid Floors	40		40	40
Do. in way of Double Bottoms at intermdt. Bkts.	40		40	40	Do. in way of Double Bottoms at intermdt. Bkts.	40		40	40
SIDE GIRDERS, number on each side & thickness	Two		30	30	SIDE GIRDERS, number on each side & thickness	Two		30	30
Do. in peaks	Two		30	30	Do. in peaks	Two		30	30
Do. in way of Double Bottoms at Solid Floors	Two		30	30	Do. in way of Double Bottoms at Solid Floors	Two		30	30
Do. in way of Double Bottoms at intermdt. Bkts.	Two		30	30	Do. in way of Double Bottoms at intermdt. Bkts.	Two		30	30
MARGIN PLATE, depth (exclusive of flange) and thickness	36		40	40	MARGIN PLATE, depth (exclusive of flange) and thickness	36		40	40
Do. in peaks	36		40	40	Do. in peaks	36		40	40
Do. in way of Double Bottoms at Solid Floors	36		40	40	Do. in way of Double Bottoms at Solid Floors	36		40	40
Do. in way of Double Bottoms at intermdt. Bkts.	36		40	40	Do. in way of Double Bottoms at intermdt. Bkts.	36		40	40
Height of Brackets above at bilge	27			27	Height of Brackets above at bilge	27			27
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	40		50	50	INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	40		50	50
Do. in peaks	40		50	50	Do. in peaks	40		50	50
Do. in way of Double Bottoms at Solid Floors	40		50	50	Do. in way of Double Bottoms at Solid Floors	40		50	50
Do. in way of Double Bottoms at intermdt. Bkts.	40		50	50	Do. in way of Double Bottoms at intermdt. Bkts.	40		50	50
BEAMS, Upper Deck, Single Angle, Bulb	6	3	40	6	BEAMS, Upper Deck, Single Angle, Bulb	6	3	40	6
Do. in peaks	6	3	40	6	Do. in peaks	6	3	40	6
Do. in way of Double Bottoms at Solid Floors	6	3	40	6	Do. in way of Double Bottoms at Solid Floors	6	3	40	6
Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6	Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6
Spacing	24		21	36	Spacing	24		21	36
BEAMS, Second Deck, Single Angle, Bulb	6	3	40	6	BEAMS, Second Deck, Single Angle, Bulb	6	3	40	6
Do. in peaks	6	3	40	6	Do. in peaks	6	3	40	6
Do. in way of Double Bottoms at Solid Floors	6	3	40	6	Do. in way of Double Bottoms at Solid Floors	6	3	40	6
Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6	Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6
Spacing	24		21	36	Spacing	24		21	36
BEAMS, Third and Fourth Deck, Single Angle, Bulb	6	3	40	6	BEAMS, Third and Fourth Deck, Single Angle, Bulb	6	3	40	6
Do. in peaks	6	3	40	6	Do. in peaks	6	3	40	6
Do. in way of Double Bottoms at Solid Floors	6	3	40	6	Do. in way of Double Bottoms at Solid Floors	6	3	40	6
Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6	Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6
Spacing	24		21	36	Spacing	24		21	36
BEAMS, Poop Deck, Single Angle, Bulb	6	3	40	6	BEAMS, Poop Deck, Single Angle, Bulb	6	3	40	6
Do. in peaks	6	3	40	6	Do. in peaks	6	3	40	6
Do. in way of Double Bottoms at Solid Floors	6	3	40	6	Do. in way of Double Bottoms at Solid Floors	6	3	40	6
Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6	Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6
Spacing	24		21	36	Spacing	24		21	36
BEAMS, Bridge Deck, Single Angle, Bulb	6	3	40	6	BEAMS, Bridge Deck, Single Angle, Bulb	6	3	40	6
Do. in peaks	6	3	40	6	Do. in peaks	6	3	40	6
Do. in way of Double Bottoms at Solid Floors	6	3	40	6	Do. in way of Double Bottoms at Solid Floors	6	3	40	6
Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6	Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6
Spacing	24		21	36	Spacing	24		21	36
BEAMS, Forecastle Deck, Single Angle, Bulb	6	3	40	6	BEAMS, Forecastle Deck, Single Angle, Bulb	6	3	40	6
Do. in peaks	6	3	40	6	Do. in peaks	6	3	40	6
Do. in way of Double Bottoms at Solid Floors	6	3	40	6	Do. in way of Double Bottoms at Solid Floors	6	3	40	6
Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6	Do. in way of Double Bottoms at intermdt. Bkts.	6	3	40	6
Spacing	24		21	36	Spacing	24		21	36

WEB FRAMES.				Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.	FORGINGS or CASTINGS.				Inches in Ship.	Inches per Rule. Or as Approved.										
WEB-FRAMES, In Fore Body, No. and spacing				2 at 3 frames in No. 1 Hold.	21 and 13 1/2	.35	13 1/2	.35	KEEL, Bar, depth and thickness				FLAT PLATE										
" " " brdth. & thickness				21 and 13 1/2	.35	13 1/2	.35	STEM, moulding and thickness				7 x 2											
" No. of Side Stringers				Two, three in No. 1 Hold. 13 1/2 x .35				STERN-POST for Rudder do. do.				See Plan.											
WEB-FRAMES, In E. & B. Space, No. & spacing				Four reversed frames				" for Propeller				7 x 5 3/8											
" " " brdth. & thickness				4 x 3 x 40, 3 and 4 spaces				RUDDER-A x D				Table 22. Speed 8 1/2 Knots 205											
WEB-FRAMES, In After Body, No. and spacing				One in No. 2 Hold. Two in No. 3.				" Main-Piece, diameter at head				7 3/8 x 8 1/2											
" " " brdth. & thickness				21 .35 21 .35				" " " at heel				7 3/8											
" No. of Side Stringers																							
" Size of Face Angles to Web-Frames				4 1/2 x 4 1/2 .62 4 1/2 x 4 1/2 .62																			
BRACKET PLATES to Stringers between Web Frames, depth and thickness																							
BULKHEADS.				Number.	Thickness.	STIFFENERS.		Single or Double Frames.	Height up.		RUDDER, how constructed		Forged Iron. Keyed Arms. Single Plate.										
				Vessel.	Per Rule.	Horizontal.	Vertical.				" Thickness of Plates or Single Plate		1.00										
					Inches.	Size.	Spacing.				Can the Rudder be unshipped afloat?		Yes.										
W.T.BULKHEADS				3	3	35 x 30	Semi Box Beam.	5 1/2 x 30 24	Large	2nd Bk.													
								7 x 3 x 40 30	Single	U.D.K.													
								12															
COLLISION "								7 x 3 x 40 30	Large	Cabin													
PARTITION "				2		2 Semi Box Beams	7 x 3 x 40	24	Single	U.D.K.													
LONGITUDINAL,								5 x 3 x 32 39	angles.														
Are the outside Plates doubled two spaces of Frames in length?														Large Brackets.									
Are the Hatch Valves and Watertight Doors in efficient working order?														Yes.									
PLATING.														RIVETING.									
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.											
		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Ordinary or jogged?		RIVETS.		STRAPE.		IF LAPPED.							
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to center.	Diam.	Spacing or to center.	Breadth.	Thickness.	Breadth.	For what Length.						
FLAT PLATE KEEL.....		4 3	6 2	.50	.50	4 3	.62	Double	5 1/4	7/8	3 1/4	Quad 1/2	7/8	3 1/2		12	full						
(If Bar Keel, state Riveting.)																							
GARBOARD or A Strake		7 1	.50	.45	.48	7 1	.50					Double 1/2		3 1/2		9							
State actual thickness in way of Double Bottom.																							
B "		6 1	.50	.46	.46	6 1	.50																
C "		6 5	.50	.46	.46	6 5	.50																
D "		6 0	.55	.55	.44	6 5	.55																
E "		6 8	.55	.38	.38	6 8	.55																
F "		6 2	.45	.38	.36	6 2	.45		4 1/2	3/4	3		3/4	2 7/8		7 1/2							
G "		7 3	.45	.38	.35	7 3	.45																
Sheer. H "		4 8	.62	.46	.39	4 8	.62		5 1/4	7/8	3 1/4	Quad 1/2	7/8	3 1/2		12							
J "																							
K "																							
L "																							
M "																							
N "																							
O "																							
P "																							
Q "																							
R "																							
S "																							
T "																							
U "																							
V "																							
W "																							
THICKNESS OF SHEERSTRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. OF Flat Plate Keel																							
" Sheerstrakes Length and thickness.																							
POOP SIDES																							
SHORT BRIDGE SIDES																							
FORECASTLE SIDES				.34			.30	Single	2 1/2	3/4	3	Double	3/4	2 7/8		5							
*Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.																							
Upper Deck Stringer Plate		Butts, Quad riveted for		half		length amidship.		Butts of Side Stringers		Tieble		riveted.											
		Straps, single or overlapped for		full		length amidship.		" Tie Plates		✓		riveted.											
Second Deck Stringer Plate		Butts, riveted for		✓		length amidship.		Inner Bottom Plating, riveting of Edges		Single		Butts Single Hold											
		Straps, single or overlapped for		✓		length amidship.		middle line Butts Double.		Double		Double Butts											
								Centre Girder Butts, Double riveted		Keelson Butts, ✓		riveted.											
								Frames, riveted through Plates with		3/4		in. Rivets, about		5		apart.							
								Rivets, state whether Iron or Steel		Iron													
FRAMES extend in one length from Middle Line to Margin Plate and thence to gunwale. State if ordinary or jogged. Jogged.																							
REVERSED FRAMES on floors and frames extend from Middle Line to Margin Plate. State if ordinary or jogged. Ordinary.																							
MASTS, SPARS, &c.																							
LOWER MASTS.....		Fore	Main	Mizen	Material	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.									
							At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.								
					Steel	65'0"	24 x 35		17 1/2 x 30	14 1/2 x 30	2	✓	✓	Single	Tieble								
Bowsprit																							
Topmasts, Yards and Remainder of Spars		Pitch Pine																					
Rigging, Material and Size, Shrouds		Galval Steel Wire 3 1/2"																					
Sails.		none																					
		Suit of																					
		Sails, and the following spare sails																					

EQUIPMENT No. 16040				LETTER				ANCHORS.				TONNAGE U. DK. 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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
17759	1st Bower	36	2	21	24	1	14	33	11	3	14	33	0	0	Gears Patent Stockless	not stated	Sunderland 23-12-13.
17742	2nd "	36	2	14	24	0	14	33	10	1	7	33	0	0	- - -	not stated	- 18-12-13.
	3rd "											28	0	0			L. Haffner Supl.
	4th "																
	Collective weight	73	1	7								94	0	0			
41786	Stream	11	1	0	3	0	0	13	2	2	0	8	2	0	Ordinary.		Lipton 24/12/13. C. G. Perrins
20779	Kedge	14	2	7	1	0	21	7	0	0	0	14	2	0	-		Low Walker 21/9/14. J. H. Butler

IT Patent State Name of Patentee.

Stockless, state Mechanical Tests.

CHAIN CABLES.												HAWSERS 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.		Ins.	Cir.
	Length.	Diam.	Stated.	Break- ing.	Supplied.	Per Table.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
43035	210	1 1/16	51-5-0	71-15-0	302-2-18	301-2-10	240	1 1/16	Stud N. Blomner & Son	Lipton 15-12-13.	C. G. Perrins	TOWLINE	105	3 1/2	26	90	3 1/2		
												HAWSERS & WARPS	90	3	18	90	6	1/2	
													90	3	18	90	6		
													90	2 1/2	12 1/2	90	5		
													90	2 1/2	12 1/2	90	5		

Boats 2 Life Boats.

Pumps, Number 5 Downton connected to bilge pump.

Windlass is Emerson Walker patent direct steam.

Engine Room Skylights.—How constructed? Steel Plates and angles What arrangements for deadlights in bad weather? Bulls eyes & shutters.

Coal Bunker Openings.—How constructed? Steel Plates & Angles How are lids secured? Hinged lids with butterfly nuts Height above deck? 6 ft. 6 in. framing on deckhouse top.

Number of **Scuppers**, and numbers and dimensions of **Freeing Ports, &c.** 4 each side

Ceiling in Holds, thickness and material None, Steel Plates over wing brackets

Cargo Hatchways.—How formed? Steel Plates & Bull Angles with wood hatches.

Cargo Battsens, thickness and material None, closed ailed in No. 1 Hold.

State size **No. 1 Hatch** (Forward) 12-0 x 29-0 **No. 2 Hatch** 12-0 x 29-0 **No. 3 Hatch** 12-0 x 29-0 **No. 4 Hatch** 22-0 x 29-0

Number of **Web Plates, Shifting Beams** and **Fore and Afters** to each Hatch One 9 x 6 PP. Thwartship beam and three 12 x 14 Bull fore & afters in No. 1-2-3-4 and 5 Hatches. Two webs and five fore & afters in No. of **Breasthooks** 4 **No. of Crutches** 2 up floors.

Bulwarks, height above deck and description Open Rails Main Rail, material and size.

The foregoing is a correct description.

Builder's Signature (here only) *A. R. Fletcher* Surveyor's Signature *S. J. Kendall*
THE NORTH OF IRELAND SHIPBUILDING Co. Ltd. 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)

19/6/13, 15-7-13, 24-7-13, 2-8-13, 20-9-13, 8-10-13, 18-10-13, 5-11-13, 8-12-13, 9-3-14, 28-4-14, 5-9-13, 4-9-13.

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? Do any rivets break into or through the seams or butts of the plating? *very 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 *Yes.*

General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the plans approved by the Committee the Secretary's letters of the above-mentioned dates and in other respects in general conformity with the Rules, and the materials and workmanship are good.

The keel was sighted before launching and found straight.

The approved plans right in number together with three forging & casting reports are enclosed herewith. The peaks and bilges are cemented in the usual manner.

The inner surface of the bottom plating in way of the ballast tanks is thickly coated with cement wash only, at the request of the Owners & as approved in the Secretary's letter of the 29th April last. The letter of the Owners representative requesting this arrangement is enclosed herewith, together with letter consenting to steel wire ropes.

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

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for, *25 June 1914*

Special Survey Fee.... £ 70 : 3 : 0 Received by me, *14.3/- Paid 8/8*

Travelling Expenses, if any £ 16 : 18 : 6 *11.8.6. Paid 24/10.*

State whether the Vessel has been built under Special Survey *Yes.*

I am of opinion this Vessel should be Classed *100 A1 For Service on the River St. Lawrence.*

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

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

Committee's Minute *FRIDAY JUL 3-1914*

Character assigned *100A1*

For Service on the River St. Lawrence & Great Lakes with f.b.d.

Wm. J. L. 3/14 *Lloyd's 6.10.14* *+ L. M. 6. 6. 14*

J. D.

The Surveyor is requested not to write on or below the Committee's Minute.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. _____ ft., Bridge _____ ft., Forecastle 39
(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 should appear in the Register Book) 1 Dk (SH)

Official No. 133558; Signal Letters JFRP

State if Machinery is fitted aft Yes

How are the surfaces preserved from oxidation? Inside Paint + Portland Cement 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,			Fore peak tank,		
Double bottom, under Engines and Boilers,	<u>46.0"</u>	<u>102</u>	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<u>166.3</u>	<u>569</u>	Other tanks, if fitted,		
	Total capacity of double bottom	<u>671</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. 582

Date 10th Sept: 1913

No. 58 in builder's yard.

DATES OF SURVEYS held while building

1913. Aug 25. Sept: 5. 17. Oct: 1. 15. 29. Nov: 12. 19. 27. Dec: 3. 10. 17. 24. 1914 Jan: 9. 14. 23. Feb: 10. 18. Mar: 4. 13. 26. 31. April: 6. 23. May: 1. 20. 27. 28. 29. June: 2. 5. 9. 10. 13. 16.

Surveyor's Signature

E. Kendall

© 2020

Total No. of Visits 37

Lloyd's Register Foundation