WRECK SECTION No.

WRECK SECTION No.

SAT. 10 JAN. 19..

Received at London Office

With ~~Without~~ Disconnected Erections. STEEL STEAMER.

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

Date of completion of report 29th December 1917 Port of Newcastle-upon-Tyne No. 70582

Survey held at Jarrow-on-Tyne Date, First Survey 24th April 1917 Last Survey 21st December 1918

On the (*State if Single, Twin, or Triple Screw*) Single Screw Steel Steamer "BRITISH LIGHT" Rig Four masts

TONNAGE under Tonnage Deck	5853·93
Do. between Tonnage Dk. and 3rd and 4th Dk.	
Total under Upper Dk.	
Do. of Poop	239·81
~~Part of Trunk to Aftermost~~	·04
Bridge House	95·44
Forecastle	82·96
Houses on Dk.	123·53
~~Space of Hatchways~~	66·95
~~Above Crown of~~ Chart House	7·61
~~Engine Room~~	
~~s~~ Tonnage	6470·27
Crew Space	240·27
Above Crown of Engine Room	6230·00
~~AGE~~ FOR FEES	
Engine Room	2070·49
Navigation Spaces	340·58
~~Ballast Spaces~~	152·96
~~ister~~ Tonnage	3906·24
~~cut~~ on Beam	

CLASS ✠ 100 A1.

	FEET.
Breadth (*greatest moulded*)	54·29
Depth, *at middle of length from top of keel to top of upper deck beams at side*	32·70
Transverse Number	86·99
Length *on deck from fore part of stem to after part of stern post*	420·00
Longitudinal Number	36536·00
Depth "d," *at middle of length (See Secs. 2 & 13)*	✓
Proportions—*Depths to Length—Upper Deck Beam at side to top of keel*	12·84
" " *Long Bridge Deck Beam at side to top of keel*	✓

Destined Voyage ✓

Master R. A. Farrington

Year of appointment (1) *As Master in service of owner of present vessel:*—1917 (2) *As Master of this vessel* December 1917

Built at Jarrow-on-Tyne

When built 1917 Launched 3rd October 1917

By whom built Palmers S. B. & Iron Co. Ld.

Owners Lords Commissioners of the Admiralty

Managers British Tanker Co. Ld.

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

Residence London

Port belonging to London

If Surveyed while Building, Afloat, or in Dry Dock Special Survey

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
LENGTH on Deck as per Rule	420	—	**BREADTH**—Moulded	54	3½	**DEPTH, ACTUAL**—Top of Floors to top of Upper Dk. Beams	32	4¾	No. of Decks with flat laid Two
						Do. do. do. do. Second Dk. Beams	24	4¾	No. of Tiers of Beams Two

Dimensions of Ship per Register, Length 419·7 ft. breadth 54·3 ft. depth 32·4 ft.

Moulded depth, ft. ins. To Bridge Dk. Round of Upper Dk. Beam, Actual 13¼ ins.

Moulded depth, ft. 32 ins. 8½ To Upper Dk.

FRAMING.

	Inches in Ship	Inches in Ship	Inches in Ship.	Inches per Rule Or as	Inches per Rule as Approved.	Inches per Rule Approved.
FRAME, ~~Angles, or T or~~ [Bars ~~amidships~~ at ends	7½	3½	·44	7½	3½	·44
Do. in peaks	7½	3½	·44	7½	3½	·44
Do. in way of Double Bottoms at Solid Floors	3½	3½	·42	3½	3½	·42
" " at intermdt. Bkts.	—	—	—	—	—	—
Spacing of Frames from centre to centre ~~amidships~~	Aft 26 2. Fwd. 26			26½ + 26		
" " " " from ⅓ length to Collision bulkhead	—	—	—	—	—	—
" " " " in peaks	Aft 22⅝ Fwd 24			22⅝ - 24		
REVERSED FRAME, Angles	Bulb Angle frame					
Do. in way of Double Bottoms at Solid Floors	3½	3½ ~~·52 B.S.~~	·42	3½	3½	·42 ~~·52 B.S.~~
" " at intermdt. Bkts.	—	—	—	—	—	—
FRAMING, depth of girder	7½	—	—	7½	—	—
FLOORS, depth and thickness of Floor Plate at mid-line for ⅓ length amidships	—	—	—	—	—	—
" in way of Engine and Boiler Spaces	—	—	—	—	—	—
" thickness at the ends of vessel	—	—	—	—	—	—
" depth at ¼ the half breadth, as per Rule	—	—	—	—	—	—
" height extended at the Bilges	—	—	—	—	—	—
FLOORS in **Cell. Double Bottoms**	·40	B.S. ·50		·40	B.S. ·50	
" state if flanged (top & bottom)	No	—	—	—	—	—
" Spacing of Solid floors	On every frame					
CENTRE GIRDER, in Dbl. bottom, dpth. & thicknss.	48 × ·52,	·60 B.S.		48 × ·52,	·60 B.S.	
" " Angles, Top Double	3½	3½	·52 ·62 B.S.	3½	3½	·52 ·62 B.S.
" " " Bottom	6	6	·54	6	6	·54
" " " to Floors	3½	3½	·40 ·50 B.S.	3½	3½	·40 ·50 B.S.
" Brackets at intermdt. frmg., wdth & thknss	—	—	—	—	—	—
SIDE GIRDERS, number on each side & thickness	One,	·40	·50 B.S.	1 - ·40,	·50 B.S.	
" " state if flanged (top and bottom)	No					
" " Angles (top and bottom)	3½	3½	·42	3½	3½	·42
" " " to Floors	3	3	·40	3	3	·40
MARGIN PLATE, depth (exclusive of flange) and thickness	Level Keel Up					
" " Angle to Outside Plating	6	4	·48	6	4	·48
" " " Floors	—	—	—	—	—	—
" Brackets at intermdt. frmg., wdth & thknss	4 - 0,	·40,	·50 B.S.	4 - 0 -	·40.	·50 B.S.
" Height of Outside Brackets above at bilge	4 - 6			4 - 6		
INNER BOTTOM PLATING, breadth and thickness of **Middle Line Strake**	44 × 52,	·56 B.S.		44 - 52,	·56 B.S.	
" " " in Engine and Boiler space	·50 -	·56 B.S.		·50 -	·56 B.S.	
" " " Remainder in Holds	—	—	—	—	—	—
BEAMS, Upper Deck, ~~Single Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	8	3	·42	8	3	·42
" In way of Long Bridge	—	—	—	—	—	—
" Spacing ~~fwd. & aft ends~~	On every frame					
BEAMS, Second Deck, ~~Single Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	8½ - 3 - 46 aft			8½ - 3 - 46 aft		
" Spacing	9½ - 3½ - 56 fwd			9½ - 3½ - 56 fwd		
	on every frame					
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	—	—	—	—	—	—
" Angles on upper edge	—	—	—	—	—	—
" Spacing	—	—	—	—	—	—
BEAMS, Poop Deck, ~~Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	7½	3	·42	7½	3	·42
" Angles on upper edge	—	—	—	—	—	—
" Spacing	On every frame					
BEAMS, Bridge Deck, ~~Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	9	3	·50	8½	3	·50
" Angles on upper edge	—	—	—	—	—	—
" Spacing	Alternate frames					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9½	3½	·56	9½	3½	·56
" Angles on upper edge	8½	3½	·48	8½	3½	·48
" Spacing	Alternate frames					

PILLARS.

	Inches. Size in Ship.	Inches. Spacing in Ship.	Inches per Rule. Or as	Inches per Rule. Approved.
PILLARS In 'tween Deck, size and spacing				
" " **Hold** " "	Centre Line and Trunk	Bulkhead riders		
" " **Quarter 'tween Dks.,** " "				
" " **in Hold** " "				

KEELSONS & STRINGERS.

	Inches in Ship	Inches in Ship	Inches in Ship.	Inches per Rule Or as	Inches per Rule as Approved.	Inches per Rule Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate	Centre Line Bkt.	·50 Ld.	·36			
" Rider Plate	—	—	—	—	—	—
" Flat Plate Keel Angles	6	6	·58	6	6	·58
" Horizontal Plates on Floors	—	—	—	—	—	—
" Angles or Bulb Angles	—	—	—	—	—	—
SIDE KEELSONS, Number One	—	—	—	—	—	—
" Angles ~~or Bulb Angles~~ Double	3½	3½	·44	3½	3½	·44
" Plate above floors, for length	—	—	—	—	—	—
" Intercostal Plate, for Oil Tanks length		·40			·40	
" Attached to outside Plating with Angle	3½	3½	·44	3½	3½	·44
BILGE KEELSON, Angles	—	—	—	—	—	—
" Intercostal Plate for length	—	—	—	—	—	—
" Attached to outside Plating with Angle	—	—	—	—	—	—
SIDE STRINGERS, Number 3 aft. 1 fwd.	—	—	—	—	—	—
" " Angle flats	7	3½	·66	7	3½	·66
" Intercostal Plate, for at ends length	24 × ·46			24 × ·46		
" Attached to outside plating with Angle	3½	3½	·50	3½	3½	·50

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	68 × ·62.	·62.
" " " " br'dth & thickness (in way of Bridge)	·80 Bridge ends	·90 Poop front
" " " Angle (clear of Bridge)	6 × 6 × ·60	6 × 6 × ·60
" " Tie Plate at sides of Hatchways	— —	— —
" Deck.* ~~Iron or~~ Steel, for full lng.	·44 in Oil	·44 - ·40 in Oil
" " Thickness (clear of Bridge)	·44	·44
" " " (in way of Bridge)	·44	·44
" Wood Deck. Material & thickness	— —	— —
Second Deck Stringer Plate, br'dth & thickness	50 × ·44	·44
" Angles on ditto, No. One	6 × 6 × ·44	6 × 6 × ·44
" Tie Plates outside Hatchways	— —	— —
" Deck.* ~~Iron or~~ Steel, for full lng.	·40 in Oil	·40 in Oil
" Wood Deck. Material & thickness	— —	— —
Third Deck Stringer Plate, br'dth & thickness	— —	— —
" Angles on ditto, No.	— —	— —
" Tie Plates, outside Hatchways	— —	— —
" Deck.* Material and thickness	— —	— —
Fourth and Fifth Deck Stringer Plate, breadth & thickness	— —	— —
" " " Angles on ditto, No.	— —	— —
" " " Tie Plates outside Hatchways	— —	— —
" " Deck. Material & thickness	— —	— —
Poop Deck Stringer Plate, breadth & thickness	36 ·36	36 ·36
" Angle on ditto One	3½ × 3½ × ·36	3½ × 3½ × ·36
" Tie Plates	— —	— —
" Deck. Material and thickness Steel	·36	·36
Bridge Deck Stringer Plate, br'dth & thickness	40 × ·42	40 × ·42
" Angle on ditto	3½ × 3½ × ·42	3½ × 3½ × ·42
" Tie Plates	24 × 12 × ·30	24 × 12 × ·30
" Deck. Material and thickness P.P. 2½ outside Iron	·30 Steel Lithoxilo inside	·30 Steel Lithoxilo
Forecastle Deck Stringer Plate, b'dth & th'kns	36 × ·36	36 × ·36
" Angle on ditto	3½ × 3½ × ·36	3½ × 3½ × ·36
" Tie Plates	— —	— —
" Deck. Material and thickness Steel + P.P.	·36 + 2½	·36 + 2½

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

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WEB FRAMES.

	Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing	6 - 8·8		6 - 8·8	
,, ,, ,, brdth. & thickness	24 × 46		24 × 46	
,, No of Side Stringers ,, ,,	Port 24 × 46	Stbd 24 × 46	24 × 46	
WEB-FRAMES, In E. & B. Space, No. & spacing	3 @ 6·7½ & 8·10		9 - 6·7½ & 8·10	
,, ,, ,, brdth. & thickness	24 × 46		24 × 46	
WEB-FRAMES, In After Body, No. and spacing	—	—	—	—
,, ,, ,, brdth. & thickness	—	—	—	—
,, No. of Side Stringers ,, ,,	—	—	—	—
,, Size of Face Angles to **Web-Frames** Bulk	3½ × 3½ × ·50	Brkt 7 × 3½ × ·66		
BRACKET PLATES to Stringers between Web Frames, depth and thickness	18 × ·46		18 × 46	

FORGINGS ~~or CASTINGS~~.

	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar, depth and thickness	Flat plate keel	
STEM, moulding and thickness	10½ × 2½	10½ × 2⅝
STERN-POST for Rudder do. do.	9 × 8	9 × 8
,, for Propeller	10½ × 8	10½ × 8
RUDDER—A×D* Table 22. Speed 11 knots	147·25 × 3·33 = 490·3	
,, **Main-Piece,** diameter at head	10	10
,, ,, ,, at heel	7½	7½

BULKHEADS.

	Number. Vessel.	Number. Per Rule.	Thickness,	STIFFENERS. Horizontal. Size.	Horizontal. Spacing	Vertical. Size.	Vertical. Spacing	Single or Double Frames.	Height up, state deck.
			Inches.	Inches.	Inches.	Inches.	Inches.		
Aft. Peak No 8 W.T. BULKHEADS			·46			8·0	24	Single	U.D.
W.T 29			·54 ✓	—	—	9·3½ × 4 (9·3½ × ·50)	24	"	"
O.T 48			·38	6 bulb	—	12·3½ × ·50	24	"	"
49 & 50, 69 & 70			·52	11·3½ × ·66		On Tank Top			
24 & 69, 44 & 89			·64 ✓	7½ × 3·90		Continuous		Double	"
COLLISION 96			·50	9·3½ × ·66		On Tank Top		"	"
			·46	7½ × 3·90		2 Webs		"	"
			·58	9·3½ × ·66		On Tank Top		"	"
			·38 ✓	Decks		8·0 × 4	24	Single	"
PARTITION "			·50	11·3½ × ·50					
LONGITUDINAL,			·56	7½ × 3·40		Stbd Outboard Bulk 28 × 40		Double	"

Bulkhead Nos 24 & 30 m 50 Bhd, 30 & 32 m 68, 31 & 33 m 67, 32 & 34 m 67

Are the outside Plates doubled two spaces of Frames in length? Broad Convex.

Are the ~~Sluice Valves and~~ Watertight Doors in efficient working order? Yes

RUDDER, how constructed Forged. Arm & Shank + keyed at each joint to

,, Thickness of ~~Plates or~~ Single Plate 1·08 ✓

Can the Rudder be unshipped afloat? Yes.

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.? Cornell Iron Co. South Durham Steel & Iron Co. Palmers S.B. & Iron Co. John Spencer & Sons Ltd. Cargo Fleet Iron Co. & Hartlepool Iron & Steel Works

Has the Steel been tested as required by the Rules? Yes.

PLATING.

STRAKES.	AS IN SHIP. AMIDSHIP. Breadth.	AMIDSHIP. Thickness.	FORWARD. Thickness.	AFT. Thickness.	PER RULE OR AS APPROVED. AMIDSHIP. Breadth.	Thickness.
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
FLAT PLATE KEEL (If Bar Keel, state Bitveting.)	48	1·00	·70 ✓	·70	48	1·00
GARBOARD or A Strake	68	·62	·58 ✓	·66		·62
B "	80	"	·48 ✓	·56		"
C "	78	"	·48	·76		"
D "	67½	"	·48	·66		"
E "	66	"	·48	·66		"
F "	65½	"	·48	·64		"
G "	65½	"	·46	·64		"
H "	62	"	·46	·64		"
J "	61	"	·46	·46		"
Sheer K "	75½	"	·46	·46	86	96
SHEER-L "	61	96	·46	·46		
M "	43	·50	—	—		·42
N "	55	·42	—	—		·42
O "						
P "						
Q "						
R "						
S "						
T "						
U "						
V "						
W "						

Sheer Strake * Bridge Sheer Strake * and * Upper Deck Sheer Strake * to be marked on the corresponding letter.

Nice shaker & Shell plating aft and three forward increased ·02 for frame spacing.

THICKNESS OF SHEERSTRAKE CLEAR OF LONG BRIDGE	·88				·88										
DO. OF STRAKE BELOW	✓														
DBLG. of Flat Plate Keel	✓														
" Sheerstrakes Length and thickness.	Doubled at Break of Poop ✓														
POOP SIDES			·40		·40	Single	5½	3/4	3	Double	3/4	2 5/8		5	Poop
SHORT BRIDGE SIDES	·42				·42	Single	3	7/8	3	"	7/8 & 3/4	3 + 2 5/8		4·5	Bridge
FORECASTLE SIDES			·42		·42	Single	3 + 2½	7/8 & 3/4	3 + 2 5/8	"	3/4	2 5/8		5	F.C

* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

RIVETING.

EDGES. Ordinary or joggled? Ordinary

	Single or Double.	Breadth of Lap.	RIVETS. Diam.	RIVETS. Spacing cr. to cr.	BUTTS. Double or Treble and for what Length.	BUTTS. RIVETS. Diam.	BUTTS. RIVETS. Spacing cr. to cr.	STRAPS. Breadth.	STRAPS. Thickness.	IF LAPPED. Breadth.	IF LAPPED. For what Length.
		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	inches.	Inches.	Feet.
FLAT PLATE KEEL	Double	6½	1⅛	4	Double & treble	1⅛	4	21½	·66 & ·64 ✓	—	—
GARBOARD or A Strake	"	5½	7/8	3	Quad & 6	7/8	3½	—	—	12	7 + 14 ft
B "	"	"	"	"	"	"	"	"	"	"	"
C "	"	"	"	"	"	"	"	"	"	"	"
D "	"	"	"	"	"	"	"	"	"	"	"
E "	"	"	"	"	"	"	"	"	"	"	"
F "	"	"	"	"	Treble 7 m	"	3½			9	"
G "	"	"	"	"	"	"	"			"	"
H "	"	"	"	"	"	"	"			"	"
J "	"	"	"	"	"	"	"			"	"
Sheer K "	"	6½	1⅛	4	Double & treble	1⅛	3½ ✓			12	"
SHEER-L "	Single	3	7/8	3	In Bracket Quad & Treble	1⅛	4½			20	"
M "	"	"	"	"	Double	7/8	3½			6	Poop
N "	"	"	"	"	"	3/4	2⅝			5	"
O "											
P "											
Q "											
R "											
S "											
T "											
U "											
V "											
W "											

Upper Deck Stringer Plate	**Butts,** Quad riveted ~~for~~ in way of Oil	length ~~amidship~~.	**Butts of Side Stringers** ✓	riveted.
	Straps, ~~single, double or~~ overlapped for full	length ~~amidship~~.	,, **Tie Plates** ✓	riveted.
Second Deck Stringer Plate	**Butts,** Treble riveted ~~for~~ in way of Oil	length ~~amidship~~.	**Inner Bottom Plating,** riveting of **Edges** Single	**Butts** Double
	Straps, ~~single or~~ overlapped for full	length ~~amidship~~.	**Centre Girder Butts,** Treble riveted.	**Keelson Butts,** riveted.
			Frames, riveted through Plates with 7/8	in. Rivets, about 5¼ ✓ apart.
			Rivets, state whether Iron or Steel	Iron

FRAMES extend in one length from Longitudinal Framing in Oil. Bulb Angle framing at ~~forward~~ & ~~after~~ ends in one length from Tank side to Poop & Tweentle Decks

REVERSED FRAMES on floors and frames extend from ✓

State if ordinary or joggled Joggled.

MASTS, SPARS, &c.

		Material.	Total Length.	DIAMETER AND THICKNESS. At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	ANGLES. Number.	Size.	RIVETING. Seams.	Butts.
				Inches.	Inches.	Inches.	Inches.					
LOWER MASTS	Fore	—	—	—	—	—	—	—	—	—	—	—
	Main	Steel	46·0	—	18"	—	16	Two	—	—	Single	Treble ✓
	Mizen	—	—	—	—	—	—	—	—	—	—	—
Bowsprit ✓												

Topmasts, Yards and Remainder of **Spars** Pitch Pine

Rigging, Material and Size, **Shrouds** ✓ **Stays** Four Main Stays 3½ & 4). 4 Topmast Stays 2½

Sails. ✓ Suit of ✓ Sails, and the following spare sails ✓

Form No. 1A.

EQUIPMENT No. 37866 LETTER At . ANCHORS. TONNAGE U. DK. OR PLATING No. FOR TRAWLERS

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Required by Table 31. Cwts.	qrs.	lbs.	Description of Anchor	Makers.	Where and when tested and Superintendent.
22140	1st Bower	68	3	14	Stockless			53	5	0	0	68	—	—	Byers Stockless	—	Sunderland 5th/7 L. Hoffmeister
22142	2nd "	68	1	0	— do —			52	18	2	14	68	—	—	— do —	—	" 31st/7 "
22143	3rd "	69	0	7	— do —			47	16	2	7	58½	—	—	— do —	—	" 31st/7 "
	4th "																
	Collective weight.	196	0	21								194½	—	—			
47973	Stream	20	0	0	5	0	21	20	18	0	0	19	—	—	Ordinary	The Earl of Dudley's Round Bank Works	Lipton 25th/7 C.C. Perrins
47974	Kedge	8	0	7	2	0	7	10	2	2	0	8	—	—	— do —	—	" 25th/7 "

If Patent state Name of Patentee. If Stockless state Mechanical Test.

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower Head 45-1-0, at Shank 21-3-0, at G.E.H. 6339. 20th August 1917

2nd " " 45-0-0, " 21-1-0, G.E.H. 6349, 20th August 1917

3rd " " 38-1-21, " 18-3-0, G.E.H. 6350, 20th August 1917

4th " ✓

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length.	Diam.	Test per Certificate. Statutory.	Breaking.	Weight of Chain Cable Supplied.	Per Rule.	Length and Size per Table 31. Length.	Diam.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
	Fathoms.	Ins. ✓	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs	Fathoms.	Ins.			
61456	270	2⅝	96¾	134¾	725-1-10	710-3-4	270	2⅝	Stud Link	H. Lloyd & Dudley, R.S.O.	Pattinson 5th/7 H. Green
Iron Stream Chain or Steel Wire	90	cir. 5	59	✓		90	Cir. 5				

HAWSERS AND WARPS.

Material	Length and Size supplied. Length.	Cir.	Breaking Test of Steel Wire Towline.	Length and Size per Table 31. Length.	Cir.
	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
TOWLINE	120	5¾	65	120	5¾
HAWSERS & WARPS	90	3¾	29		
" "	90	2¾	15½	2·90 + 8	
" "	2·90	8		2·90 + 7	
	2·90	7			

Boats. Four Life Boats **Steering Gear, Steam** Donkin & Co. **Steering Gear, Hand** Donkin & Co.

Pumps, Number 2 18 Asylink Up and One to Fore Peak Diameter of Barrel 5" and 3 State whether they are in efficient working order Yes

Windlass is Steam by Clarke Chapman & Co. **Capstan** ✓

Engine Room Skylights.—How constructed? Steel plate & Angles What arrangements for deadlights in bad weather? Sling Bulls eyes.

Coal Bunker Openings.—How constructed? Steel plate & Angles How are lids secured? W.T. Steel Covers Height above deck? 2-6

Number of **Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** 8 Scuppers & 9" Freeing Ports 3-0 × 1-9 each side

Ceiling in Holds, thickness and material ✓ **Cargo Battens,** thickness and material 6 × 2 W. Pine ✓

Cargo Hatchways.—How formed? Steel plate & Angles **Hatches,** if strong and efficient? Yes

State size **No. 1 Hatch** (Forward) 15-2 × 12-0 × 2-6 **No. 2 Hatch** 6-0 × 4-0 × 9" **No. 3 Hatch** 6-0 × 6-0 × 2-6 **No. 4 Hatch**

Number of **Web Plates, Shifting Beams** and **Fore** and **Afters** to each Hatch (No 1) 2 Webs, No 2 one & after.

No. of Breasthooks 5 and 8 webs. **No. of Crutches** Deep & Floors.

Bulwarks, height above deck and description Steel plate & Bulb Angle 3-6 high Main Rail, material and size 6 × 3 × ·44 Bulb angle

The foregoing is a correct description. For WILLIAM GRAY & CO. LTD. SHIPBUILDING & IRON Co., Ltd., *Builder's Signature (here only)* SHIPYARD MANAGER.

Surveyor's Signature Alex. Munro *Surveyor to Lloyd's Register of Shipping.*

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made in any correspondence connected with the case*)

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? 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 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 approved plans and the particulars & the above mentioned dates, the workmanship and materials employed during the construction are of good quality. The whole of the Oil tanks, Summer tanks, Cofferdams, Oil Fuel Bunkers, Peak tanks, Double Bottom and Deep tanks have been tested under water pressure in accordance with rule requirements and found satisfactory.

On 14th December 1917 whilst the vessel was lying alongside the Builders yard, she was struck by the S/S "Kent", No 867 immediately after Launching causing damage to the Port Quarter, and the following repairs were satisfactorily carried out:- One upper Poop side plate cropped and part renewed, and double plate fitted to strake below One Lower deck frame renewed fitted and replaced, doubling plate fitted to Poop stringer and stringer angle part renewed.

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, 27 DEC 19

Special Survey Fee £ 180 : 15 : 0 Received by me, 31-12-1918

Travelling Expenses if any £ 400 : 0 : 0 Special Fee Paid 29/1/19 1-2-18

Certificate to be sent to Newcastle Date of issue 1-2-18

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

I am of opinion this Vessel should be Classed +100A1. Carrying Petroleum in bulk.

With, or without Freeboard, as condition of Class Without

Alex. Munro *Surveyor to Lloyd's Register of Shipping.*

Committee's Minute FRI. 18 JAN. 1918

Character assigned 100A1 Carrying petrolin in bulk Lloyds R & C.O.

+LMC. 12.17 Fitted for oil fuel 12.17 F.P. above 150° F.

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02471 7/17

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	Amidships. In Ship. Ins.	Ins.	Ins.	Ends. In Ship. Ins.	Ins.	Ins.	Amidships. Per Rule or as approved. Ins.	Ins.	Ins.	Ends. Per Rule or as approved. Ins.	Ins.	Ins.	Riveting. Rivets in Longitudinl. Frames. Diam. Ins.	Spcng. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number.	Diameter. Inches.
Framing of [illegible]																	
Frames in Bridge 'tween Decks ...	6½	3½	·42	6½	3½	·42	6½	3½	·42	6½	3½	·42	Transverse Framing.				
Frames from Uppermost Continuous Deck No. 1	8½	3½	·40	8½	3½	·40	8½	3½	·40	8½	3½	·40	1"	6"	6" apart	8	7/8
" 2	8½	3½	·44	8½	3½	·44	8½	3½	·44	8½	3½	·44	7/8	5¼	5¼ apart	8	7/8
" 3	8½	3½	·48	8½	3½	·44	8½	3½	·48	8½	3½	·44	"	"	—do—	10	7/8
" 4	10	3½	·44	10	3½	·44	10	3½	·44	10	3½	·44	"	"	—do—	11	7/8
" 5	10	3½	·44	10	3½	·44	10	3½	·44	10	3½	·44	"	"	3 5/16 for 12 rivets each side	11	7/8
" 6	10	3½	·50	10	3½	·46	10	3½	·50	10	3½	·46	"	"	—do—	11	7/8
" 7	11	3½	·50	11	3½	·50	11	3½	·50	11	3½	·50	"	"	—do—	12	7/8
" 8	11	3½	·52	11	3½	·50	11	3½	·52	11	3½	·50	"	"	3 5/16 for 12 rivets each side	12	7/8
" 9	11	3½	·58	11	3½	·54	11	3½	·58	11	3½	·54	"	"	—do—	12	7/8
" 10	13 × ·40			13 × ·36			13 × ·40			13 × ·36			"	"	3 5/16 for 12 rivets each side	12	7/8
" 11	14 × ·40			14 × ·36			14 × ·40			14 × ·36			"	"	—do—	18	7/8
" 12	16 × ·40			16 × ·36			16 × ·40			16 × ·36			"	"	—do—	18	7/8
" 13	17 × ·40			17 × ·36			17 × ·40			17 × ·36			"	"	—do—	14	7/8
" 14																	
" 15																	
" 16																	
Spacing of Longitudinal Frame: Amidships	Longitudinals No. 11 to 24 in Oil Fuel Tank found & No. 10 in Oil Tank Bents spaced 3 5/16" apart throughout.																
Spacing of Longitudinal Frame: At Ends	Extra Longitudinals in Tween Decks from Bkt. 48 to 54 and 59 to 69. Longitudinals 21 to 6 spaced 2-6 apart. No 5 to U.D. 2-3 apart. Tween Decks 2-8 30" to 20"																
Double Bottoms L, L or [— Tank Top Longitudinals																	
Double Bottoms L, L or [— Bottom "																	
Spacing of Longitudinals: Amidships	Transverse Framing.																
Spacing of Longitudinals: At Ends...																	

Transverses.									Rivets in Lugs to Shell Diam.	Speng.	
In Brige 'tween Decks — Depth and Thickness											
In Brige 'tween Decks — Face Angles											
In Brige 'tween Decks — Lugs to Shell*	Transverse Framing.										
In Awning, Shelter or Upper 'tween Decks. — Depth and Thickness	18 × ·40			18 × ·40			18 × ·40		18 × ·40		Increased to 23 × ·40 at fore end
In Awning, Shelter or Upper 'tween Decks. — Face Angles B.A.	3½	3½	·44	3½	3½	·44	3½	3½	·44	3½	3½ ·44	7/8	5¼	
In Awning, Shelter or Upper 'tween Decks. — Lugs to Shell* Joggled	6	6	·44	6	6	·44	6	6	·44	6	6 ·44	7/8	3 15/16	
In Hold. — Depth and Thickness	28 × ·46			28 × ·46			28 × ·46		28 × ·46					Increased to 32 × ·46 at fore end
In Hold. — Face Angles B.A.	8½	3½	·58	8½	3½	·58	8½	3½	·58	8½	3½ ·58	7/8	5¼	
In Hold. — Lugs to Shell* Joggled	6	6	·46	6	6	·46	6	6	·46	6	6 ·46	7/8	3 15/16	Three complete rows of rivets
In Hold. — Brackets	3½ 3½ ·44 B.B.			3½ 3½ ·44 B.B.			3½ 3½ ·44 B.B. each end		3½ 3½ ·44 B.B.					
	·40 ·46			·40 ·46			·40 ·46		·40 ·46					
Spacing of Transverse Frames	11 = 9			11 = 9			11 = 9		11 = 9					

* State if joggled or liners.

Longitudinal Beams of L, L or [		Spacing.	Transverse Beams.	In Ships. Plate.	Angles.	As approved. Plate.	Angles.
	Bridge Deck ...	—		—	—	—	—
	Awg. or Shltr. Dk.	—		—	—	—	—
	Upper B.A. "	2-6		R × ·40	3½ 3½ ·44	11 × ·40	3½ 3½ ·44
	Second "	In Trunk		18 × ·40	with 8" flange in Trunk		
	Third "	2-3		20 × ·40	3½ 3½ ·58	20 × ·40	3½ 3½ ·58

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.*

159,10,11.—T.

(In feet and tenths). When the Poop is joined to the D.D., this should be distinctly stated [illegible] Bridge

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 Str. (Stl) & Web frames, Longitudinal framing in way of Oil Tanks.

Official No. 140449 ; Signal Letters ..... State if Machinery is fitted aft Yes

How are the surfaces preserved from oxidation? Inside Paint & 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. Feet.	Water Capacity. Tons.
Double bottom, aft,	—	—
Double bottom, under Engines and Boilers,	—	—
Double bottom, if under Engines only,	39·9	58
Double bottom, if under Boilers only,	39·9	118
Double bottom, forward,	—	—
Total capacity of double bottom		176

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Fore peak tank,	19·0	102
After peak tank,	9·9	36
Deep tank, aft,	—	—
Deep tank, forward,	56·4	534
Other tanks, if fitted, 2 Cofferdams	3·6	360

(If necessary, furnish further information by sketch.)

State whether the above have been tested as required by the Rules Yes.

Order for Special Survey No. 4693

Date 11·5·1917.

No. 848 in builder's yard.

DATES of Surveys held while building

1917
April. 24·26·27·30. May. 2·17·18·30. Jun 4·8·13·15·21. Jul. 6·13·20·26·30. Aug. 1·2·13·17·27·28·31. Sept. 3·5·6·7·10·11·12·13·14·17·18·19·20·22·24·25·26·27·29 Oct. 2·3·8·10·12·15·16·22·25·26·30. Nov. 2·7·12·14·16·20·22·23·30. Dec. 3·4·6·11·13·14·15·17·18·19·21.

Total No. of Visits 76

Surveyor's Signature Alex. Munro.

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