

WRECK SECTION
With or Without Disconnected Erections.
STEEL STEAMER.

WRECK SECTION
Received at London Office
No. 42275
11 NOV. 1922

Date of completion of report 30th October 1922 Port of Glasgow
Survey held at Alloa Date, First Survey 31st October 1919 Last Survey 21st October 1922

On the (State if Single, Double or Triple Screw) Single Screw S.S. MANOERAN Rig F. & A. Schooner.

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk.
Total under Upper Dk. 8719.50
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

CLASS 100 A
Breadth (greatest moulded) 60
Depth, at middle of length from top of keel to top of upper deck beams at side 40.29
Transverse Number 100.29
Length on deck from fore part of stem to after part of stern post 480
Longitudinal Number 48139
Depth "d," at middle of length (See Secs. 2 & 13) 11.9
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 11.9
Long Bridge Deck Beam at side to top of keel

Master
Year of appointment
Built at Alloa
When built Launched 21st Oct. 1922
By whom built Forth S. & C. Co (1921) Ltd (Forth Shipyard)
Owners "Nederland" Stoomvaart Maatschappij
Managers
Residence
Port belonging to Amsterdam

Register Tonnage as cut on Beam
Destined Voyage Newcastle for completion. If Surveyed while Building, Afloat, or in Dry Dock While building.

LENGTH on Deck as per Rule 480
BREADTH—Moulded 60
DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 37.45
Do. do. do. do. Second Dk. Beams 27
Moulded depth, ft. 48 ins. 0 1/2
To Bridge Dk. Round of Upper Dk. Beam, Actual 14 1/2 ins.
Moulded depth, ft. 40 ins. 3 1/2
To Upper Dk. Dk. Beam, Actual

| FRAMING. | | | | | | PILLARS. | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|
| Inches in Ship. | | | | | | Inches in Ship. | | | | | |
| FRAME, To 2nd Deck | | | | | | PILLARS In 'tween Deck, size and spacing | | | | | |
| Do. in peaks | | | | | | " " Hold | | | | | |
| Do. in way of Double Bottoms at Solid Floors | | | | | | " " Quarter 'tween Dks. | | | | | |
| " " " " | | | | | | " " in Hold | | | | | |
| Spacing of Frames from centre to centre amidships | | | | | | KEELSONS & STRINGERS. | | | | | |
| " " " " from 1/2 length to Collision bulkhead | | | | | | CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate | | | | | |
| " " " " in peaks | | | | | | " " Rider Plate | | | | | |
| REVERSED FRAME, Angles | | | | | | " " Flat Plate Keel Angles | | | | | |
| Do. in way of Double Bottoms at Solid Floors | | | | | | " " Horizontal Plates on Floors | | | | | |
| " " " " " " | | | | | | " " Angles or Bulb Angles | | | | | |
| FRAMING, depth of girder | | | | | | SIDE KEELSONS, Number | | | | | |
| FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships | | | | | | " " Angles or Bulb Angles | | | | | |
| " " in way of Engine and Boiler Spaces | | | | | | " " Plate above floors, for length | | | | | |
| " " thickness at the ends of vessel | | | | | | " " Intercoastal Plate, for length | | | | | |
| " " depth at 1/2 the half breadth, as per Rule | | | | | | " " Attached to outside Plating with Angle | | | | | |
| " " height extended at the Bilges | | | | | | BILGE KEELSON, Angles | | | | | |
| FLOORS in Cell, Double Bottoms | | | | | | " " Intercoastal Plate for length | | | | | |
| " " state if flanged (top & bottom) | | | | | | " " Attached to outside Plating with Angle | | | | | |
| " " Spacing of Solid floors | | | | | | SIDE STRINGERS, Number | | | | | |
| CENTRE GIRDER, in Dbl. bottom, dpth. & thickness | | | | | | " " Angle | | | | | |
| " " Angles, Top | | | | | | " " Intercoastal Plate, for length | | | | | |
| " " " Bottom | | | | | | " " Attached to outside plating with Angle | | | | | |
| " " " to Floors | | | | | | Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) | | | | | |
| " " Brackets at intermdt. frng., width & thickness | | | | | | " " br'dth & thickness (in way of Bridge) | | | | | |
| SIDE GIRDERS, number on each side & thickness | | | | | | " " Angle (clear of Bridge) | | | | | |
| " " state if flanged (top and bottom) | | | | | | " " Tie Plate at sides of Hatchways | | | | | |
| " " Angles (top and bottom) | | | | | | " " Deck, * Iron or Steel, for full lng. | | | | | |
| " " " to Floors | | | | | | " " Thickness (clear of Bridge) | | | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | | | | | | " " (in way of Bridge) | | | | | |
| " " Angle to Outside Plating | | | | | | " " Wood Deck, Material & thickness | | | | | |
| " " " Floors | | | | | | Second Deck Stringer Plate, br'dth & thickness | | | | | |
| " " Brackets at intermdt. frng., width & thickness | | | | | | " " Angles on ditto, No. Two | | | | | |
| " " Height of Outside Brackets above at bilge | | | | | | " " Tie Plates outside Hatchways | | | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | | | " " Deck, * Iron or Steel, for full lng. | | | | | |
| " " " in Engine and Boiler space | | | | | | " " Wood Deck, Material & thickness | | | | | |
| " " " Remainder in Holds | | | | | | Third Deck Stringer Plate, br'dth & thickness | | | | | |
| BEAMS, Upper Deck, Single Angle, Bulb | | | | | | " " Angles on ditto, No. Two | | | | | |
| " " Angle, Plate, Tee Bulb, or Channel | | | | | | " " Tie Plates outside Hatchways | | | | | |
| " " In way of Long Bridge | | | | | | " " Deck, * Material and thickness Steel | | | | | |
| " " Spacing | | | | | | " " breadth & thickness | | | | | |
| BEAMS, Second Deck, Single Angle, Bulb | | | | | | " " Angles on ditto, No. | | | | | |
| " " Angle, Plate, Tee Bulb, or Channel | | | | | | " " Tie Plates outside Hatchways | | | | | |
| " " Spacing | | | | | | " " Deck, Material & thickness | | | | | |
| BEAMS, Third and Fourth Deck, Single Angle, Bulb | | | | | | Poop Deck Stringer Plate, breadth & thickness | | | | | |
| " " Angle, Plate, Tee Bulb, or Channel | | | | | | " " Angle on ditto | | | | | |
| " " Angles on upper edge | | | | | | " " Tie Plates | | | | | |
| " " Spacing | | | | | | " " Deck, Material and thickness Teak | | | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel | | | | | | Bridge Deck Stringer Plate, br'dth & thickness | | | | | |
| " " Angles on upper edge | | | | | | " " Angle on ditto | | | | | |
| " " Spacing | | | | | | " " Tie Plates | | | | | |
| BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel | | | | | | " " Deck, Material and thickness | | | | | |
| " " Angles on upper edge | | | | | | Forecastle Deck Stringer Plate, br'dth & thickness | | | | | |
| " " Spacing | | | | | | " " Angle on ditto | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel | | | | | | " " Tie Plates | | | | | |
| " " Angles on upper edge | | | | | | " " Deck, Material and thickness Steel | | | | | |
| " " Spacing | | | | | | | | | | | |

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

WEB FRAMES.

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

Web frames fitted in Upper Tw. Dks (5)

BULKHEADS.

Number.

Per Rule.

Thickness.

Horizontal.

Vertical.

Single or Double Frames.

Height up, state deck.

W.T. BULKHEADS

COLLISION

LONGITUDINAL

COLLISION

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

Are the Snaice Valves and Watertight Doors in efficient working order?

STIFFENERS.

Horizontal.

Vertical.

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

Are the Snaice Valves and Watertight Doors in efficient working order?

FORGINGS or CASTINGS.

Inches in Ship.

Inches per Rule, Or as Approved.

KEEL, Bar, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

for Propeller

RUDDER-A x D Table 22. Speed 12 knots

Main-Piece, diameter at head

at heel

RUDDER, how constructed

Thickness of Plate on Single Plate

Can the Rudder be unshipped afloat?

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.?

Has the Steel been tested as required by the Rules?

PLATING.

AS IN SHIP.

PER RULE OR AS APPROVED.

STRAKES.

AMIDSHIP.

FORWARD.

AFT.

AMIDSHIP.

EDGES.

Ordinary or jogged?

BUTTS.

Double or Treble and for what Length.

RIVETS.

STRAPS.

IF LAPPED.

FLAT PLATE KEEL

GARBOARD OR A Strake

State actual thickness in way of Double Bottom.

Upper Dk. Sheer

THICKNESS OF SHEER STRAKE

CLEAR OF LONG BRIDGE

DO. OF STRAKE BELOW

DBLG. of Flat Plate Keel

Sheerstrakes

Length and thickness.

POOP SIDES

SHORT BRIDGE SIDES

FORECASTLE SIDES

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

Second Deck

Stringer Plate

Butts, quad riveted for

Butts, treble riveted for

Butts of Side Stringers

Tie Plates

Inner Bottom Plating, riveting of Edges

Centre Girder Butts, treble riveted.

Keelson Butts,

Frames, riveted through Plates with

Rivets, state whether Iron or Steel

FRAMES extend in one length from Centre girder across floors to margin plate thence to upper dk.

REVERSED FRAMES on floors and frames extend across floors only, double in E. & B. space as reqd.

State if ordinary or jogged

MASTS, SPARS, &c.

Material.

Total Length.

Diameter and Thickness.

No. of Plates in round.

ANGLES.

RIVETING.

LOWER MASTS.

Fore

Main

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds

Sails.

Suit of

Sails, and the following spare sails

| EQUIPMENT No. 48883 | | | | LETTER e + | | | | 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. | |
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | | | |
| 55612 | 1st Bower ... | 87 | 2 | - | stockless | | | 61 | 17 | 2 | - | 85 | 2 | - | Taylor's Dreadnought Head screw forged right - do - O. Black. | S. Taylor & Sons. | Tipton 22. 10. 1920 W.A. Daysdale. |
| 55635 | 2nd „ ... | 87 | 0 | 10 | - do - | | | 61 | 17 | 2 | - | 85 | 2 | - | - do - | - do - | Tipton 26. 11. 1920 W.A. Daysdale. |
| 55610 | 3rd „ ... | 74 | 3 | 7 | - do - | | | 56 | 5 | - | - | 73 | 2 | - | - do - | - do - | Tipton 11. 12. 1920 W.A. Daysdale. |
| | 4th „ ... | | | | | | | | | | | | | | | | |
| | Collective weight. | 249 | 1 | 17 | | | | | | | | 244 | 2 | - | | | |
| 24040 | Stream | 25 | - | 7 | 6 | 2 | 21 | 24 | 17 | 0 | 21 | 25 | - | - | Common. Forged W. Iron. | S. Taylor & Sons. | Low Walker 5. 12. 1920 A. Green. |
| | Kedge..... | ✓ | | ✓ | | | | | | | | | | | | | |

If Patent state Name of Patent

US/Stockless state Mechanical Tests.

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

1st Bower
2nd "
3rd "
4th "

| 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. | | | | |
| | Length. | Diam. | Statury. | Break-ing. | Supplied. | Per Rule. | Length. | Diam. | | | | | Length. | Cir. | | Length. | Cir. | Length. | Cir. | |
| 13611 | Fathoms. | Ins. | Tons. | Tons. | Cwts. qrs. lbs. | Cwts. qrs. lbs. | Fathoms. | Ins. | Steel | S. Taylor & Sons. | Low Walker 6. 11. 20. | TOWLINE | Fathoms. | Ins. | Tons. | Fathoms. | Ins. | | | |
| 13613 | 150 | 2 1/16 | 116 7/10 | 163 3/8 | 494.2.17 | 489.0.0 | 300 | 2 9/16 | link | - do - | A. Green | | 130 | 6 | 85 | 130 | 6 | | | |
| 13613 | Spec shackles 2 joining | | | | | 4.1.4 | | | | | - do - | HAWSERS & WARPS | 120 | 3 1/2 | 26 | 120 | 3 1/2 | | | |
| | | | | | | | | | | | | | 120 | 3 1/2 | 26 | 120 | 3 1/2 | | | |
| Iron Stream Chain or Steel Wire | | Cir. | | | | | | Cir. | Makers of Steel Wires | | | " | " | 120 | 3 | 18 | 120 | 3 | | |
| | 120 | 5 1/4 | - | 65 | - | | 120 | 5 1/4 | Messrs. R. S. Newall & Sons Ltd | | | " | " | 120 | 3 | 18 | 120 | 3 | | |

Boats 4 lifeboats, one dinghy
Pumps Number One to cover off peak.
Windlass is Emerson Walker Thompson Bros.
Engine Room Skylights.—How constructed? Steel plates & angles. What arrangements for deadlights in bad weather? Glass lights in steel flaps.
Coal Bunker Openings.—How constructed? Steel plates & angles. How are lids secured? Hatches, battened down. Height above deck? 30"
Number of **Scuppers**, and numbers and dimensions of **Freeing Ports**, &c. 10 scuppers on side 12 freeing ports on side 10' x 2'
Ceiling in Holds, thickness and material 2 1/2" P.P. on channels.
Cargo Hatchways.—How formed? Steel plates & angles. **Hatches**, If strong and efficient? Yes
State size **No. 1 Hatch** (Forward) 20' 3" x 22' **No. 2 Hatch** 31' 5" x 22' **No. 3 Hatch** 14' 6" x 24' **No. 4 Hatch** 14' 6" x 24'
Number of **Web Plates**, **Shifting Beams** and **Fore and Afters** to each Hatch No. 1. five Nos. 2. 5 lb. No. 3. 3 lb. No. 4. 3 lb. No. 5. 3 lb. No. 6. 3 lb. No. 7. 3 lb. No. 8. 3 lb. No. 9. 3 lb. No. 10. 3 lb. No. 11. 3 lb. No. 12. 3 lb. No. 13. 3 lb. No. 14. 3 lb. No. 15. 3 lb. No. 16. 3 lb. No. 17. 3 lb. No. 18. 3 lb. No. 19. 3 lb. No. 20. 3 lb. No. 21. 3 lb. No. 22. 3 lb. No. 23. 3 lb. No. 24. 3 lb. No. 25. 3 lb. No. 26. 3 lb. No. 27. 3 lb. No. 28. 3 lb. No. 29. 3 lb. No. 30. 3 lb. No. 31. 3 lb. No. 32. 3 lb. No. 33. 3 lb. No. 34. 3 lb. No. 35. 3 lb. No. 36. 3 lb. No. 37. 3 lb. No. 38. 3 lb. No. 39. 3 lb. No. 40. 3 lb. No. 41. 3 lb. No. 42. 3 lb. No. 43. 3 lb. No. 44. 3 lb. No. 45. 3 lb. No. 46. 3 lb. No. 47. 3 lb. No. 48. 3 lb. No. 49. 3 lb. No. 50. 3 lb. No. 51. 3 lb. No. 52. 3 lb. No. 53. 3 lb. No. 54. 3 lb. No. 55. 3 lb. No. 56. 3 lb. No. 57. 3 lb. No. 58. 3 lb. No. 59. 3 lb. No. 60. 3 lb. No. 61. 3 lb. No. 62. 3 lb. No. 63. 3 lb. No. 64. 3 lb. No. 65. 3 lb. No. 66. 3 lb. No. 67. 3 lb. No. 68. 3 lb. No. 69. 3 lb. No. 70. 3 lb. No. 71. 3 lb. No. 72. 3 lb. No. 73. 3 lb. No. 74. 3 lb. No. 75. 3 lb. No. 76. 3 lb. No. 77. 3 lb. No. 78. 3 lb. No. 79. 3 lb. No. 80. 3 lb. No. 81. 3 lb. No. 82. 3 lb. No. 83. 3 lb. No. 84. 3 lb. No. 85. 3 lb. No. 86. 3 lb. No. 87. 3 lb. No. 88. 3 lb. No. 89. 3 lb. No. 90. 3 lb. No. 91. 3 lb. No. 92. 3 lb. No. 93. 3 lb. No. 94. 3 lb. No. 95. 3 lb. No. 96. 3 lb. No. 97. 3 lb. No. 98. 3 lb. No. 99. 3 lb. No. 100. 3 lb. No. 101. 3 lb. No. 102. 3 lb. No. 103. 3 lb. No. 104. 3 lb. No. 105. 3 lb. No. 106. 3 lb. No. 107. 3 lb. No. 108. 3 lb. No. 109. 3 lb. No. 110. 3 lb. No. 111. 3 lb. No. 112. 3 lb. No. 113. 3 lb. No. 114. 3 lb. No. 115. 3 lb. No. 116. 3 lb. No. 117. 3 lb. No. 118. 3 lb. No. 119. 3 lb. No. 120. 3 lb. No. 121. 3 lb. No. 122. 3 lb. No. 123. 3 lb. No. 124. 3 lb. No. 125. 3 lb. No. 126. 3 lb. No. 127. 3 lb. No. 128. 3 lb. No. 129. 3 lb. No. 130. 3 lb. No. 131. 3 lb. No. 132. 3 lb. No. 133. 3 lb. No. 134. 3 lb. No. 135. 3 lb. No. 136. 3 lb. No. 137. 3 lb. No. 138. 3 lb. No. 139. 3 lb. No. 140. 3 lb. No. 141. 3 lb. No. 142. 3 lb. No. 143. 3 lb. No. 144. 3 lb. No. 145. 3 lb. No. 146. 3 lb. No. 147. 3 lb. No. 148. 3 lb. No. 149. 3 lb. No. 150. 3 lb. No. 151. 3 lb. No. 152. 3 lb. No. 153. 3 lb. No. 154. 3 lb. No. 155. 3 lb. No. 156. 3 lb. No. 157. 3 lb. No. 158. 3 lb. No. 159. 3 lb. No. 160. 3 lb. No. 161. 3 lb. No. 162. 3 lb. No. 163. 3 lb. No. 164. 3 lb. No. 165. 3 lb. No. 166. 3 lb. No. 167. 3 lb. No. 168. 3 lb. No. 169. 3 lb. No. 170. 3 lb. No. 171. 3 lb. No. 172. 3 lb. No. 173. 3 lb. No. 174. 3 lb. No. 175. 3 lb. No. 176. 3 lb. No. 177. 3 lb. No. 178. 3 lb. No. 179. 3 lb. No. 180. 3 lb. No. 181. 3 lb. No. 182. 3 lb. No. 183. 3 lb. No. 184. 3 lb. No. 185. 3 lb. No. 186. 3 lb. No. 187. 3 lb. No. 188. 3 lb. No. 189. 3 lb. No. 190. 3 lb. No. 191. 3 lb. No. 192. 3 lb. No. 193. 3 lb. No. 194. 3 lb. No. 195. 3 lb. No. 196. 3 lb. No. 197. 3 lb. No. 198. 3 lb. No. 199. 3 lb. No. 200. 3 lb. No. 201. 3 lb. No. 202. 3 lb. No. 203. 3 lb. No. 204. 3 lb. No. 205. 3 lb. No. 206. 3 lb. No. 207. 3 lb. No. 208. 3 lb. No. 209. 3 lb. No. 210. 3 lb. No. 211. 3 lb. No. 212. 3 lb. No. 213. 3 lb. No. 214. 3 lb. No. 215. 3 lb. No. 216. 3 lb. No. 217. 3 lb. No. 218. 3 lb. No. 219. 3 lb. No. 220. 3 lb. No. 221. 3 lb. No. 222. 3 lb. No. 223. 3 lb. No. 224. 3 lb. No. 225. 3 lb. No. 226. 3 lb. No. 227. 3 lb. No. 228. 3 lb. No. 229. 3 lb. No. 230. 3 lb. No. 231. 3 lb. No. 232. 3 lb. No. 233. 3 lb. No. 234. 3 lb. No. 235. 3 lb. No. 236. 3 lb. No. 237. 3 lb. No. 238. 3 lb. No. 239. 3 lb. No. 240. 3 lb. No. 241. 3 lb. No. 242. 3 lb. No. 243. 3 lb. No. 244. 3 lb. No. 245. 3 lb. No. 246. 3 lb. No. 247. 3 lb. No. 248. 3 lb. No. 249. 3 lb. No. 250. 3 lb. No. 251. 3 lb. No. 252. 3 lb. No. 253. 3 lb. No. 254. 3 lb. No. 255. 3 lb. No. 256. 3 lb. No. 257. 3 lb. No. 258. 3 lb. No. 259. 3 lb. No. 260. 3 lb. No. 261. 3 lb. No. 262. 3 lb. No. 263. 3 lb. No. 264. 3 lb. No. 265. 3 lb. No. 266. 3 lb. No. 267. 3 lb. No. 268. 3 lb. No. 269. 3 lb. No. 270. 3 lb. No. 271. 3 lb. No. 272. 3 lb. No. 273. 3 lb. No. 274. 3 lb. No. 275. 3 lb. No. 276. 3 lb. No. 277. 3 lb. No. 278. 3 lb. No. 279. 3 lb. No. 280. 3 lb. No. 281. 3 lb. No. 282. 3 lb. No. 283. 3 lb. No. 284. 3 lb. No. 285. 3 lb. No. 286. 3 lb. No. 287. 3 lb. No. 288. 3 lb. No. 289. 3 lb. No. 290. 3 lb. No. 291. 3 lb. No. 292. 3 lb. No. 293. 3 lb. No. 294. 3 lb. No. 295. 3 lb. No. 296. 3 lb. No. 297. 3 lb. No. 298. 3 lb. No. 299. 3 lb. No. 300. 3 lb. No. 301. 3 lb. No. 302. 3 lb. No. 303. 3 lb. No. 304. 3 lb. No. 305. 3 lb. No. 306. 3 lb. No. 307. 3 lb. No. 308. 3 lb. No. 309. 3 lb. No. 310. 3 lb. No. 311. 3 lb. No. 312. 3 lb. No. 313. 3 lb. No. 314. 3 lb. No. 315. 3 lb. No. 316. 3 lb. No. 317. 3 lb. No. 318. 3 lb. No. 319. 3 lb. No. 320. 3 lb. No. 321. 3 lb. No. 322. 3 lb. No. 323. 3 lb. No. 324. 3 lb. No. 325. 3 lb. No. 326. 3 lb. No. 327. 3 lb. No. 328. 3 lb. No. 329. 3 lb. No. 330. 3 lb. No. 331. 3 lb. No. 332. 3 lb. No. 333. 3 lb. No. 334. 3 lb. No. 335. 3 lb. No. 336. 3 lb. No. 337. 3 lb. No. 338. 3 lb. No. 339. 3 lb. No. 340. 3 lb. No. 341. 3 lb. No. 342. 3 lb. No. 343. 3 lb. No. 344. 3 lb. No. 345. 3 lb. No. 346. 3 lb. No. 347. 3 lb. No. 348. 3 lb. No. 349. 3 lb. No. 350. 3 lb. No. 351. 3 lb. No. 352. 3 lb. No. 353. 3 lb. No. 354. 3 lb. No. 355. 3 lb. No. 356. 3 lb. No. 357. 3 lb. No. 358. 3 lb. No. 359. 3 lb. No. 360. 3 lb. No. 361. 3 lb. No. 362. 3 lb. No. 363. 3 lb. No. 364. 3 lb. No. 365. 3 lb. No. 366. 3 lb. No. 367. 3 lb. No. 368. 3 lb. No. 369. 3 lb. No. 370. 3 lb. No. 371. 3 lb. No. 372. 3 lb. No. 373. 3 lb. No. 374. 3 lb. No. 375. 3 lb. No. 376. 3 lb. No. 377. 3 lb. No. 378. 3 lb. No. 379. 3 lb. No. 380. 3 lb. No. 381. 3 lb. No. 382. 3 lb. No. 383. 3 lb. No. 384. 3 lb. No. 385. 3 lb. No. 386. 3 lb. No. 387. 3 lb. No. 388. 3 lb. No. 389. 3 lb. No. 390. 3 lb. No. 391. 3 lb. No. 392. 3 lb. No. 393. 3 lb. No. 394. 3 lb. No. 395. 3 lb. No. 396. 3 lb. No. 397. 3 lb. No. 398. 3 lb. 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No. 729. 3 lb. No. 730. 3 lb. No. 731. 3 lb. No. 732. 3 lb. No. 733. 3 lb. No. 734. 3 lb. No. 735. 3 lb. No. 736. 3 lb. No. 737. 3 lb. No. 738. 3 lb. No. 739. 3 lb. No. 740. 3 lb. No. 741. 3 lb. No. 742. 3 lb. No. 743. 3 lb. No. 744. 3 lb. No. 745. 3 lb. No. 746. 3 lb. No. 747. 3 lb. No. 748. 3 lb. No. 749. 3 lb. No. 750. 3 lb. No. 751. 3 lb. No. 752. 3 lb. No. 753. 3 lb. No. 754. 3 lb. No. 755. 3 lb. No. 756. 3 lb. No. 757. 3 lb. No. 758. 3 lb. No. 759. 3 lb. No. 760. 3 lb. No. 761. 3 lb. No. 762. 3 lb. No. 763. 3 lb. No. 764. 3 lb. No. 765. 3 lb. No. 766. 3 lb. No. 767. 3 lb. No. 768. 3 lb. No. 769. 3 lb. No. 770. 3 lb. No. 771. 3 lb. No. 772. 3 lb. No. 773. 3 lb. No. 774. 3 lb. No. 775. 3 lb. No. 776. 3 lb. No. 777. 3 lb. No. 778. 3 lb. No. 779. 3 lb. No. 780. 3 lb. No. 781. 3 lb. No. 782. 3 lb. No. 783. 3 lb. No. 784. 3 lb. No. 785. 3 lb. No. 786. 3 lb. No. 787. 3 lb. No. 788. 3 lb. No. 789. 3 lb. No. 790. 3 lb. No. 791. 3 lb. No. 792. 3 lb. No. 793. 3 lb. No. 794. 3 lb. No. 795. 3 lb. No. 796. 3 lb. No. 797. 3 lb. No. 798. 3 lb. No. 799. 3 lb. No. 800. 3 lb. No. 801. 3 lb. No. 802. 3 lb. No. 803. 3 lb. No. 804. 3 lb. No. 805. 3 lb. No. 806. 3 lb. No. 807. 3 lb. No. 808. 3 lb. No. 809. 3 lb. No. 810. 3 lb. No. 811. 3 lb. No. 812. 3 lb. No. 813. 3 lb. No. 814. 3 lb. No. 815. 3 lb. No. 816. 3 lb. No. 817. 3 lb. No. 818. 3 lb. No. 819. 3 lb. No. 820. 3 lb. No. 821. 3 lb. No. 822. 3 lb. No. 823. 3 lb. No. 824. 3 lb. No. 825. 3 lb. No. 826. 3 lb. No. 827. 3 lb. No. 828. 3 lb. No. 829. 3 lb. No. 830. 3 lb. No. 831. 3 lb. No. 832. 3 lb. No. 833. 3 lb. No. 834. 3 lb. No. 835. 3 lb. No. 836. 3 lb. No. 837. 3 lb. No. 838. 3 lb. No. 839. 3 lb. No. 840. 3 lb. No. 841. 3 lb. No. 842. 3 lb. No. 843. 3 lb. No. 844. 3 lb. No. 845. 3 lb. No. 846. 3 lb. No. 847. 3 lb. No. 848. 3 lb. No. 849. 3 lb. No. 850. 3 lb. No. 851. 3 lb. No. 852. 3 lb. No. 853. 3

GENERAL REMARKS—(continued).

oil fuel bunkers (port stand.) have also been tested as required by the Rules with satisfactory results.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 48.2 ft., R.Q.D. ✓ ft., Bridge 31.4 ft., Forecastle 48.6 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 should appear in the Register Book) 3 Dks. (Stl.) ✓

Official No. ; Signal Letters State if Machinery is fitted aft No. see letter 16/11/22
How are the surfaces preserved from oxidation? Inside Paint, cement & Neqrine ft. Com Outside Paint

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

| Where Fitted. | Length. | Water Capacity. | Where Fitted. | Length. | Water Capacity. |
|---|---------------------------------|-----------------|--|-------------|-----------------|
| | Feet. | Tons. | | Feet. | Tons. |
| Double bottom, aft, | S.W. 149.8 ✓ | 513 ✓ | Fore peak tank, | S.W. 26' ✓ | 152 |
| Double bottom, under Engines and Boilers, | S.W. 84.6 ✓ | 426 ✓ | After peak tank, | S.W. 16' ✓ | 39 |
| Double bottom, if under Engines only, | ✓ | | Deep tank, aft, (centre line W.T. division) | S.W. 38.6 ✓ | 1754 |
| Double bottom, if under Boilers only, | ✓ | | Deep tank, forward, | S.W. 38.6 ✓ | 1826 |
| Double bottom, forward, | S.W. 180.9 ✓ | 719 | Other tanks, if fitted, | | |
| | Total capacity of double bottom | 1658 | (If necessary, furnish further information by sketch.) | | |

* The wells are not to be included in the lengths of the tanks. 415.3 State whether the above have been tested as required by the Rules Yes (see note above)
Total length of C.D.B. (inc. wells) = 420.2 ft. Total Capacity 1658 tons (S.W.) No dry tank.

| | |
|-----------------------------------|--|
| Order for Special Survey No. 5521 | 1919 Oct 31 Nov 18 Dec 3 1920 Jan 13 Feb 5 Mar 2.16.24.30 May 12.14 Jun 1.8.22 July 23.29 Sep 2.8.20.29 Oct 14.20.26 Nov |
| Date 19.12.1919 | Dec 3.9.1921 Jan 20 Feb 14.24 Mar 1.4.8.21.30 Apr 7.20.27.29 May 10.20.27 Jun 2.24 Jul 5.12.22.29 Aug 24 Sep 1 |
| No. 60 in builder's yard. | 6.13.27 Nov 15 Dec 14 1922 Jan 10.19 Feb 10.27 Mar 16.25.31 Apr 21.26 May 3.7.12.31 Jun 16.20.26 Jul 5.18.26 Aug 2.2 |
| | Sep 7.22 Oct 5.31 |

Surveyor's Signature

L. R. Edgar.

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Total No. of Visits 79

Lloyd's Register Foundation