

With or Without  
Disconnected Erections.

WRECK  
SECTION

STEEL STEAMER.

OIL ENGINED VESSEL

WRECK  
SECTION

Received at London Office APR. 8. 1915

Date of completion of report *Glasgow* Port of *Glasgow* No. *34982*  
Voy held at *Glasgow* Date, First Survey *22/1/13* Last Survey *27. 3. 1915*  
On *the* (State if Single, Twin, or Triple Screw) *Twin Screw Motor Vessel* *FALSTRIA* Rig *Schooner*

TONNAGE Under *3911.27*  
Do. between Tonnage Dk. *1*  
Do. 3rd and 4th Dk. *1*  
Total under Upper Dk. *3911.27*  
Do. of Floor *167.13*  
Dk. *236.05*  
Bridge House *46.62*  
Precast *52.92*  
Quays on Dk. *3.00*  
Decks of Hatchways *27.49*  
Room *4344.48*  
Tonnage *122.66*  
Space *1390.23*  
Crown of Room *518.3*  
FOR FEES *122.66*  
Room *2779.76*  
Tonnage *2779.76*  
Beam *2779.76*

CLASS *+100A1* FEET.  
Breadth (greatest moulded) *50.0*  
Depth, at middle of length from top of keel to top of upper deck beams at side *29.16*  
Transverse Number *79.16*  
Length on deck from fore part of stem to after part of stern post *365.0*  
Longitudinal Number *28893*  
Depth "d," at middle of length (See Secs. 2 & 13) *18.04*  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel *12.5*  
" " Long Bridge Deck Beam at side to top of keel *12.5*

Master *J. B. CORTSEN*  
Year of appointment *1915*  
Built at *Govan*  
When built *1915* Launched *12th March 1914*  
By whom built *Messrs. Harland & Wolff Ltd.*  
Owners *The East Asiatic Co. Ltd.*  
Managers *(Where necessary to be entered in Reg. Book.)*  
Residence *Copenhagen*  
Port belonging to *Copenhagen*

Destined Voyage *New York* If Surveyed while Building, Afloat, or in Dry Dock *yes*  
Moulded depth, ft. *37* ins. *2* To Bridge Dk. Round of Upper Dk. Beam, Actual *12* ins.  
Moulded depth, ft. *29* ins. *2* To Upper Dk. Dk. Beam, Actual *12* ins.

FRAMING.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	PILLARS.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
E, Angle, or L Bars amidships		9 1/2	3 1/2	50	9 1/2	3 1/2	50	PILLARS, In 'tween Deck, size and spacing		wide spaced pillars			
in peaks		7	3 1/2	42	7	3 1/2	42	" " Hold		" " "			
in way of Double Bottoms at Solid Floors		3 1/2	3 1/2	38	3 1/2	3 1/2	38	" " Quarter 'tween Dks.,		" " "			
" " " " at intermdt. Bkts.		7 1/2	3 1/2	44	7 1/2	3 1/2	44	" " in Hold		" " "			
of Frames from centre to centre amidships		25			25			KEELSONS & STRINGERS.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
" " " " from #		24			24			CENTRE LINE KEELSON, Vertical Plate above					
" " " " length to Collision bulkhead		24			24			" " " " Rider Plate					
" " " " in peaks		24			24			" " " " Flat Plate Keel Angles					
RSED FRAME, Angles								" " " " Horizontal Plates on Floors					
in way of Double Bottoms at Solid Floors		3 1/2	3 1/2	38	3 1/2	3 1/2	38	" " " " Angles or Bulb Angles					
" " " " " " at intermdt. Bkts.		7	3	44	7	3	44	SIDE KEELSONS, Number					
ING, depth of girder		9 1/2			9 1/2			" " " " Angles or Bulb Angles					
RS, depth and thickness of Floor Plate								" " " " Plate above floors, for					
at mid-line for 1/2 length amidships								" " " " Intercoastal Plate, for					
in way of Engine and Boiler Spaces								" " " " Attached to outside Plating with Angle					
thickness at the ends of vessel								BILGE KEELSON, Angles					
depth at 1/2 the half breadth, as per Rule								" " " " Intercoastal Plate for					
height extended at the Bilges								" " " " Attached to outside Plating with Angle					
RS in Cell, Double Bottoms		34	34	38	34	34	38	SIDE STRINGERS, Number					
state if flanged (top & bottom)		34	34	38	34	34	38	" " " " Angle					
Spacing of Solid floors		44	44	58	44	44	58	" " " " Intercoastal Plate, for					
RE GIRDER, in Dbl. bottom, dpth. & thknss.		44	44	58	44	44	58	" " " " Attached to outside plating with Angle					
" " " " Angle, Top		44	44	58	44	44	58	Upper Deck Stringer Plate, br'dth & thickness		43 x 7/2	42	43 x 7/2	42
" " " " Bottom		44	44	58	44	44	58	" " " " (clear of Bridge)					
" " " " to Floors		5	5	50	5	5	50	" " " " br'dth & thickness					
Brackets at intermdt. frmg., width & thknss		42 x 38	36	42 x 38	36	42 x 38	36	" " " " (in way of Bridge)		44 x 4 1/2	64	44 x 4 1/2	64
GIRDERS, number on each side & thickness		One	36	One	36	One	36	" " " " Angle (clear of Bridge)					
" " " " state if flanged (top and bottom)		One	36	One	36	One	36	" " " " Tie Plate at sides of Hatchways					
" " " " Angles (top and bottom)		3 1/2	3 1/2	38	3 1/2	3 1/2	38	" " " " Deck, * Iron or Steel, for		46	36	46 x 40	32
" " " " to Floors		3	3	38	3	3	38	" " " " Thickness (clear of Bridge)		48 x 40	36	48 x 40	36
IN PLATE, depth (exclusive of flange)		33	42	33	42	33	42	" " " " (in way of Bridge)		42 x 36	42	42 x 36	42
" " " " and thickness		3 1/2	3 1/2	44	3 1/2	3 1/2	44	" " " " Wood Deck, Material & thickness					
" " " " Angle to Outside Plating		3 1/2	3 1/2	44	3 1/2	3 1/2	44	Second Deck Stringer Plate, br'dth & thickness		43 x 36	43	43 x 36	43
" " " " Floors		3	3	38	3	3	38	" " " " Angles on ditto, No.		3 1/2 x 3 1/2	46	3 1/2 x 3 1/2	46
Brackets at intermdt. frmg., width & thknss		42 x 38	36	42 x 38	36	42 x 38	36	" " " " Tie Plates outside Hatchways					
Height of Outside Brackets above at bilge		7' 0"		7' 0"		7' 0"		" " " " Deck, * Iron or Steel, for		46	36	46 x 40	32
BOTTOM PLATING, breadth and thickness of Middle Line Strake		41 x 48	38	41 x 48	38	41 x 48	38	" " " " Thickness (clear of Bridge)		48 x 40	36	48 x 40	36
" " " " in Engine and Boiler space		48		48		48		" " " " (in way of Bridge)		42 x 36	42	42 x 36	42
" " " " Remainder in Holds		38 x 34	38	38 x 34	38	38 x 34	38	" " " " Wood Deck, Material & thickness					
Upper Deck, Single Angle, Bulb		6 x 3 x 3	48	6 x 3 x 3	48	6 x 3 x 3	48	Third Deck Stringer Plate, br'dth & thickness					
Angle, Plate, Tee Bulb, or Channel								" " " " Angles on ditto, No.					
In way of Long Bridge								" " " " Tie Plates, outside Hatchways					
Spacing		25		25		25		" " " " Deck, * Material and thickness					
Second Deck, Single Angle, Bulb		7 x 3 x 3	48	7 x 3 x 3	48	7 x 3 x 3	48	" " " " breadth & thickness					
Angle, Plate, Tee Bulb, or Channel								" " " " Angles on ditto, No.					
Spacing		25		25		25		" " " " Tie Plates outside Hatchways					
Third and Fourth Deck, Single Angle								" " " " Deck, Material & thickness					
Bulb Angle, Plate, Tee Bulb, or Channel								" " " " Poop Deck Stringer Plate, breadth & thickness		34 x 34	34	34 x 34	34
Angles on upper edge								" " " " Angle on ditto		3 1/2 x 3 1/2	34	3 1/2 x 3 1/2	34
Spacing								" " " " Tie Plates					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate		6	3	40	6	3	40	" " " " Deck, Material and thickness		3' Oregon pine sheathing			
" " " " Tee Bulb, or Channel								" " " " Bridge Deck Stringer Plate, br'dth & thickness		45 x 44	45	45 x 44	44
Angles on upper edge								" " " " Angle on ditto		4 1/2 x 3 1/2	50	4 1/2 x 3 1/2	50
Spacing		24		24		24		" " " " Tie Plates		44 x 34	44	44 x 34	34
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate		7	3	40	7	3	40	" " " " Deck, Material and thickness		2 1/2" Oak sheathing			
" " " " Tee Bulb, or Channel								" " " " Forecastle Deck Stringer Plate, br'dth & th'kns		60 x 31 x 34	60	31 x 34	34
Angles on upper edge								" " " " Angle on ditto		3 1/2 x 3 1/2	34	3 1/2 x 3 1/2	34
Spacing		25		25		25		" " " " Tie Plates					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate		7	3	42	7	3	42	" " " " Deck, Material and thickness		3' Oregon pine sheathing			
" " " " Tee Bulb, or Channel													
Angles on upper edge													
Spacing		24		24		24							



WEB FRAMES.				FORGINGS & CASTINGS.			
WEB-FRAMES, In Fore Body, No. and spacing				Inches in Ship.			
" " " " brdth. & thickness				Inches per Rule.			
" " " " No. of Side Stringers				Inches in Ship.			
WEB-FRAMES, In E. & S. Space, No. & spacing				Inches per Rule.			
" " " " brdth. & thickness				Inches in Ship.			
WEB-FRAMES, In After Body, No. and spacing				Inches per Rule.			
" " " " brdth. & thickness				Inches in Ship.			
" " " " No. of Side Stringers				Inches per Rule.			
" " " " Size of Face Angles to Web-Frames				Inches in Ship.			
BRACKET PLATES to Stringers between				Inches per Rule.			
Web Frames, depth and thickness				Inches in Ship.			

BULKHEADS.	Number.	Thickness.	STIFFENERS.				Single or Double Frames.	Height up, state deck.
			Horizontal.		Vertical.			
	Vessel.	Per Rule.	Size.	Spacing.	Size.	Spacing.		
W.T. BULKHEADS	6	6						
10 6, 32 & 58 aft			36	32	9 1/2	50	30	Single
10 51 fwd.			36	32	10 1/2	50	30	"
after peak			40	34	11 1/2	50	24	Double
" COLLISION "			38	34	12	50	24	Single
PARTITION "			38	34	12	50	24	Single
LONGITUDINAL "			38	34	12	50	24	Single

RUDDER, how constructed	
" Thickness of Plates or Single Plate	104
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.?

Open Hearth Process  
Steel Co of Scotland, Glasgow Iron Steel Co  
James Dunlop & Co David Colville & Sons

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

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

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

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES, Ordinary or jogged? ordinary				BUTTS.								
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Diam.	Spacing or to cr.			Diam.	Spacing or to cr.		Breadth.	Thickness.	Breadth.	For what Length.		
FLAT PLATE KEEL.....	46	94	66	66	46	94	Double	6 3/4	1 1/8	4 1/2	3 1/2	Quad 1/8	1 1/8	4 1/2	28 1/2	1 1/8	6	full	
GARBOARD OF A Strake		60	44	44		60	"	5 1/4	7/8	3 1/2	3 1/2	Quad 1/8	7/8	3 1/2			9	"	
State actual thickness in way of Double Bottom.	B	60	44	44		60	"	"	"	"	"	"	"	"	"	"	"	"	
C	60	44	44		60	"	"	"	"	"	"	"	"	"	"	"	"	"	
D	60	44	44		60	"	"	"	"	"	"	"	"	"	"	"	"	"	
E	60	44	44		60	"	"	"	"	"	"	"	"	"	"	"	"	"	
F	62	44	44		62	"	"	"	"	"	"	"	"	"	"	"	"	"	
G	62	44	44		62	"	"	"	"	"	"	"	"	"	"	"	"	"	
H	62	44	44		62	"	"	"	"	"	"	"	"	"	"	"	"	"	
J	60	44	44		60	"	"	"	"	"	"	"	"	"	"	"	"	"	
K	64	44	44		64	"	"	"	"	"	"	"	"	"	"	"	"	"	
Sheerstrake L	43	66	44	44	43	66	"	"	"	"	"	Quad 1/8	7/8	3 1/2			12	"	
M												Quad 1/8	1"	4"			14	"	
N																			
O																			
P																			
Q																			
R																			
S																			
T																			
U																			
V																			
W																			
THICKNESS OF SHEERSTRAKE	43	86	44	44	43	86	Double	5 1/4	7/8	3 1/2	3 1/2	Double 3/4	1 1/8	4	19	6 1/2	full		
CLEAR OF LONG BRIDGE		64	44	44		64	"	"	"	"	"	Quad 1/8	7/8	3 1/2			12	"	
DO. OF STRAKE BELOW																			
DELG. of Flat Plate Keel																			
" Sheerstrakes	about 26 ft long		64			64													
Length and thickness.																			
POOP SIDES				36		36	Single	2 1/2	3/4	3	3	Double 3/4	2 5/8				5	full	
SHORT BRIDGE SIDES	50					50	Double	5 1/4	7/8	3 1/2	3 1/2	Full 7/8	3 1/2				9	full	
FORECASTLE SIDES			40			40	Single	2 1/2	3/4	3	3	Double 3/4	2 5/8				5	full	

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

Upper Deck	Butts, Quad riveted for	half	length amidship.	Butts of Side Stringers	Double riveted	
Stringer Plate	Straps, single, double or overlapped for	full	length amidship.	" Tie Plates		
Second Deck	Butts, Double riveted for	full	length amidship.	Inner Bottom Plating, riveting of Edges	Double	Butts Double
Stringer Plate	Straps, single or overlapped for	full	length amidship.	Centre Girder Butts, Double		Keelson Butts, riveted.
				Frames, riveted through Plates with	7/8	in. Rivets, about 6 1/4 apart.
				Rivets, state whether Iron or Steel	Iron	

FRAMES extend in one length from Centre line to Margin Plate to Upper Bridge, Prop. & Side Decks. State if ordinary or jogged jogged

REVERSED FRAMES on floors and frames extend from Centre line to Margin Plate across floors. State if ordinary or jogged jogged

MASTS, SPARS, &c.												
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.	
LOWER MASTS.....	Fore	Steel	79.6	26 X 46	22 X 40	18 3/4 X 36	17 1/2 X 34	Two	Three	3 1/2 X 3 X 44	Single	Double
	Main	Steel	44.0	26 X 40	26 X 40	19 3/4 X 36	17 3/4 X 34	"	"	3 1/2 X 3 X 44	"	"
	Mizen	Steel	58.6	26 X 46	26 X 46	18 3/4 X 36	17 1/2 X 34	"	"	3 1/2 X 3 X 44	"	"
Bowsprit												
Topmasts, Yards and Remainder of	Spars	Steel										
Rigging, Material and Size,	Shrouds	Galvanized steel wire	F. 4 1/2, M. 3, M. 4.									
Sails.	one	Suit of										



EQUIPMENT No. 29698				LETTER "W"				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.			
70743	1st Bower ...	53	0	7	Stockless			44	6	1	0	52	2	0	Halls (Cast Steel Head)	Kingley & Sons	16/2/14 H Green
70730	2nd " ...	52	3	10	"			44	3	1	2 1/2	52	2	0	"	"	" 14/2/14 "
70729	3rd " ...	46	0	22	"			40	0	2	14	44	2	0	"	"	" 14/2/14 "
	4th " ...																
	Collective weight	152	0	11 1/2								149 1/2	2	0			
70848	Stream .....	14	0	20	3	2	27	15	16	3	14	14	0	1/2	Sutmans	Kingley & Sons	28/2/14 H Green
70854	Kedge.....	6	0	8	1	2	16	8	7	2	0	6	0	1/2	"	"	" 28/2/14 "
Certificate for cast steel Reads 4 anchors																	
CHAIN CABLES																	

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.	Cir.	Length.	Cir.	Length.
			Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.					
53847	135 2 1/2	76 3/4	287.3.11	573.2.14	270 2 1/2	Steel wire	Hughes & Sons	16/2/14 H. Green	TOWLINE	120	4 1/2	39	120	4 1/2					
53864	135 2 1/2	76 3/4	287.3.0	573.2.14	270 2 1/2	"	"	" 27/2/14 "	HAWSERS & WARPS	90	3 1/8	18	90	3 1/8					
			575.2.14						"	90	3 1/8	18	90	3 1/8					
									"	90	3 1/8	18	90	3 1/8					
									"	90	3 1/8	18	90	3 1/8					

**Boats** Four

**Pumps, Number** The 4th Downton + 2 3" hand pumps

**Windlass is** Electric by Clark Chapman

**Engine Room Skylights.**—How constructed? Steel plate + angles

**Coal Bunker Openings.**—How constructed? Old Fuel

**Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.** 7 each side 8 each side 36" x 18"

**Ceiling in Holds, thickness and material.** 2 1/2 W.P. laid on 2" W.P. battens

**Cargo Hatchways.**—How formed? Steel plate + angles

**State size No. 1 Hatch (Forward)** 25' x 16' **No. 2 Hatch** 31' 3" x 16' 0" **No. 3 Hatch** 26' x 16' **No. 4 Hatch** 31' 3" x 16' 0"

**Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch** No. 1 5, No. 2 6, No. 3 5, No. 4 6

**Bulwarks, height above deck and description.** 4-7 Steel plate

**The foregoing is a correct description of HARLAND & WOLFE, LTD.**

**Builder's Signature (here only)** Isaac Plimpton

**Surveyor's Signature** R.D. Cairns & Geo. M. Shaw

**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) 17th Feb. 1913 (M) 28th Feb. 1913 (M) 12th March 1913 (M) 18/7/13 (M) 12/8/13 (M) 20/8/13 (E) 17/10/13 (M) 23/10/13 (M)

**Workmanship.** Are the butts of plating planed or otherwise fitted? planed 7/12/13 (M) 24/12/13 (E) 22/2/15 (M) 2/3/15 (M)

Is the riveted work properly closed? yes

Are the liners between the frames and plates solid single pieces? yes

to plate, &c., conform well to each other? yes

from the faying surfaces? yes

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

Do any rivets break into or through the seams or butts of the plating? a few

Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes

State results of tests satisfactory

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

This vessel has been built in accordance with the approved plan

The Secretary, letters of the above date, and in general conformity

to the Rules for the class contemplated

All twelve deck bulkheads dispensed with except fore peak bulkhead.

Notation for Register Book { 1 B.H. to upper deck 5 B.H. to 2nd deck only

Letter dated 28th Feb. 1913, Letter from Owners attached hereto dated 7/4/13.

This vessel was launched on the 12th March, 1914 on the date of

Build will be September, 1914.

14 Plan including midship section as built (6 Forging forms)

Please return 12 plan for reference on Sister Vessel now building, one

Canceled Profile and midship section as built to be retained

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

Special Survey Fee £ 130 11

Travelling Expenses, if any £

Fees applied for, 6/4/1915

Received by me, 15/4/1915

State whether the Vessel has been built under Special Survey yes

I am of opinion this Vessel should be Classed +100A1 with the notation 1 B.H. to upper deck & 5 B.H. to 2nd deck only

With, or without Freeboard, as condition of Class without

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

**Committee's Minute** GLASGOW 7-APR 1915

**Character assigned** +100A1

3,15

Lloyd's atrop 1 B.H. to upper deck + 5 B.H. to 2nd deck only

+ L.M.C. 415

Old Eng

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0230 2/2



## GENERAL REMARKS—(continued).

S.S. *Falstina*

When this vessel was on trial on the 18<sup>th</sup> March, she collided with a dredge on the River Clyde.

It was recommended the vessel should be placed in dry dock. *Found* = one shell plate on J stake, 7 plates from stem to stern set in on the port side. Paint scraped off bottom in places.

*now done* = Shell plate referred to faired in place, bottom recoated.

The Builder repaired the indented plate at their own expense, the costing of the bottom is included in the damage report dated 30<sup>th</sup> March, 1915 a copy of which is attached to the Machinery Report.

S. M. S.

All the inner bottom compartments can be used for carrying oil fuel, and no cement is fitted in them on account of this.

S. M. S.

Dates of Survey (Cont.) Aug 3-19. Sep 7-18-22. Oct 2-19-21-29. Nov 11-27. Dec 1-10-12-18-22-26. 1911 Jan 29. Feb 3-9-12-14-17-18-21-22-26. Mar 3-9-12-16-22-25-26-27.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 22 ft., R.Q.D. 4 ft., Bridge 91 ft., Forecastle 36 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 as should appear in the Register Book) 2 DKS (STL) ~~timber~~

Official No. ; Signal Letters

State if Machinery is fitted aft *no* IN PEAKS & AFT WELL

How are the surfaces preserved from oxidation? Inside

*no cement in oil tanks* *Bituminous enamel above*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.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>Small water</i>	87.5	190	Fore peak tank, <i>FRESH WATER</i>	19.0	49
Double bottom, under Engines and Boilers, <i>see 115.3812</i>	4.6	130	After peak tank, "	16.0	50
Double bottom, if under Engines only, "	4.6	130	Deep tank, aft, "		
Double bottom, if under Boilers only, "	174.2	450	Deep tank, forward, "		
Double bottom, forward, "		770	Other tanks, if fitted, "		
Total capacity of double bottom			(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. *Belfast*

Date 17.1.13

No. 4514 in builder's yard.

DATES of Surveys held while building

1913 Jan 22-30 Feb 5-26-28 Mar 5-7-10-12-14-17-20-24-28 Apr 1-3-16-18-23-25-29 May 1-5-7-9-15-19-22-28 June 4-6-11-13-16-20-24-26-30 July 2-3-7-9-11-15-20-31 Aug 4-6-11-18-19-20-28-27 Sept 1-16-18-19-23-25 Oct 2-6-8-13-15-17-20-24-27-28-30 Nov 5-6-10-12-15-18-20-24-26 Dec 2-4-8-10-16-18-25-29 1914 Jan 7-9-14-15-21-23-25-29-30 Feb 3-6-10-12-16-18-23-26 Mar 2-4-6-9-10-11-12-17-26-31 Apr 8-20-22-27-30 May 4-8-12-18-26-28 June 2-4-11-17-22-24-25-29 July 5-28 Aug 1-28 Sept 5-12-19-26-28 Oct 3-10-17-24-31 Nov 7-14-21-28-31 Dec 5-12-19-26-31

Total No. of Visits 177

Surveyor's Signature

A. D. Cairns &amp; Geo. M. Shan

Lloyd's Register Foundation