

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office SAT 13 AUG 1921

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

Date of completion of report *August 8, 1921*

Survey held at *Lussinpiccolo*

Port of *Trieste*

Date, First Survey *Dec 12, 1919*

Last Survey *July 27*

19 *21*

On the (State if Single, Twin, or Triple Screw) *S. S. "LODOLETTA"*

*39818*

Rig *Fore and aft*

TONNAGE under

Tonnage Deck... *496.80*

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

Total under Upper Dk. *✓*

Do. of Poop *✓*

Do. of R.Q.Dk. *42.28*

Do. of Bridge House *59.38*

Do. of Forecastle *23.06*

Do. of Houses on Dk. *36.28*

Do. of excess of Hatchways *13.29*

Do. above Crown of Engine Room *✓*

Gross Tonnage *671.12*

Less Crew Space *71.97*

Less above Crown of Engine Room *✓*

TONNAGE FOR FEES... *599.15*

Less Engine Room *149.27*

Less Navigation Spaces *2.76*

Register Tonnage *407.63*

as cut on Beam *✓*

CLASS *A1* FOR SERVICE IN THE ADRIATIC

FEET.

Breadth (greatest moulded) *29.5*

Depth, at middle of length from top of keel to top of upper deck beams at side *14.75*

Transverse Number *44.25*

Length on deck from fore part of stem to after part of stern post *168.0*

Longitudinal Number *7434*

Depth "d," at middle of length (See Secs. 2 & 13) *✓*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel *11.3*

" " Long Bridge Deck Beam at side to top of keel *✓*

Destined Voyage

Master *R. MARTINOLICH*

Year of appointment (1) As Master in service of owner of present vessel—19 *21*, (2) As Master of this vessel *June 1921*

Built at *Lussinpiccolo*

When built *June 1921* Launched *June 13 1921*

By whom built *M. V. MARTINOLICH*

Owners *M. V. MARTINOLICH*

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

Residence *LUSSIN PICCOLO*

Port belonging to *LUSSIN PICCOLO*

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

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
<i>168</i>	<i>0</i>		<i>29</i>	<i>6</i>		<i>14</i>	<i>0</i>		<i>One</i>	<i>One</i>

of Ship per Register, Length *168.0* breadth *29.58* depth *14.04*

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.
Angles, <i>✓</i>	<i>3/8</i>	<i>3/8</i>	<i>3/8</i>	<i>3/8</i>	<i>3/8</i>	<i>3/8</i>	PILLARS In 'tween Deck, size and spacing	<i>1 1/8 x 4 1/2</i>	<i>6 SP.</i>	<i>1 1/8 x 4 1/2</i>	<i>6 SP.</i>
Plates, <i>✓</i>	<i>4/8</i>	<i>3</i>	<i>3/8</i>	<i>4 1/2</i>	<i>3</i>	<i>3/4</i>	" " Hold	"	"	"	"
Plates of Double Bottoms at Solid Floors... <i>✓</i>	<i>3</i>	<i>3</i>	<i>3/8</i>	<i>3/8</i>	<i>3</i>	<i>3/8</i>	" " Quarter 'tween Dks.,	"	"	"	"
" " at intermdt. Bkts.							" " in Hold	"	"	"	"
Frames from centre to centre amidships	<i>23 5/8</i>	<i>✓</i>		<i>23 5/8</i>			KEELSONS & STRINGERS.				
" " from <i>✓</i>	<i>23 5/8</i>	<i>✓</i>		<i>23 5/8</i>			CENTRE LINE KEELSON, Vertical Plate above	<i>19 3/4</i>	<i>32</i>	<i>19 3/4</i>	<i>32</i>
" " length to Collision bulkhead	<i>23 5/8</i>	<i>✓</i>		<i>23 5/8</i>			" " Rider Plate				
" " in peaks.	<i>23 5/8</i>	<i>✓</i>		<i>23 5/8</i>			" " Flat Plate Keel Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>3/8</i>	<i>3 1/2</i>
D FRAME, Angles...	<i>2 3/8</i>	<i>2 3/8</i>	<i>32</i>	<i>2 3/8</i>	<i>2 3/8</i>	<i>32</i>	" " Horizontal Plates on Floors				
Plates of Double Bottoms at Solid Floors... <i>✓</i>	<i>3</i>	<i>3</i>	<i>3/4</i>	<i>3</i>	<i>3</i>	<i>3/8</i>	" " Angles or Bulb Angles <i>Single B.A.</i>	<i>7 1/2</i>	<i>3 1/2</i>	<i>4 1/2</i>	<i>7 1/2</i>
" " at intermdt. Bkts.							SIDE KEELSONS, Number	<i>Two</i>		<i>Two</i>	
depth of girder	<i>6</i>	<i>✓</i>		<i>6</i>			" " Angle or Bulb Angles <i>Single</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>	<i>4 3/8</i>
depth and thickness of Floor Plate at mid-line for <i>1/2</i> length amidships...	<i>15 3/4</i>	<i>32</i>		<i>15 3/4</i>	<i>32</i>		" " Plate above floors, for length...	<i>✓</i>		<i>✓</i>	
Plates of Engine and Boiler Spaces	<i>Cellular D.B.</i>						" " Intercostal Plate, for full length	<i>28</i>		<i>28</i>	
mess at the ends of vessel	<i>15 3/4</i>	<i>32</i>		<i>15 3/4</i>	<i>32</i>		" " Attached to outside Plating with Angle...	<i>3</i>	<i>3</i>	<i>32</i>	<i>3</i>
at <i>1/2</i> the half breadth, as per Rule	<i>12</i>	<i>✓</i>		<i>8</i>			BILGE KEELSON, Angles	<i>✓</i>		<i>✓</i>	
ht extended at the Bilges	<i>Straight across</i>						" " Intercostal Plate for length				
Cell. Double Bottoms, <i>E.B. space</i>	<i>3 1/4</i>	<i>10</i>		<i>28</i>	<i>40</i>		" " Attached to outside Plating with Angle...				
state if flanged (top & bottom)...	<i>no</i>			<i>no</i>			SIDE STRINGERS, Number	<i>✓</i>		<i>✓</i>	
spacing of Solid floors	<i>23 5/8</i>	<i>✓</i>		<i>23 5/8</i>			" " Angle				
ORDER, in Dbl. bottom, dpth. & thickness.	<i>4 7/8</i>	<i>16</i>		<i>4 7/8</i>	<i>16</i>		" " Intercostal Plate, for length				
" " Angles, Top <i>Single</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>16</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>16</i>	" " Attached to outside plating with Angle...				
" " Bottom	<i>3 1/2</i>	<i>3 1/2</i>	<i>16</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>16</i>	MAIN				
" " to Floors	<i>3</i>	<i>3</i>	<i>38</i>	<i>3</i>	<i>3</i>	<i>38</i>	Upper Deck Stringer Plate, br'dth & thickness	<i>38</i>	<i>56</i>	<i>33 1/2</i>	<i>56</i>
ackets at intermdt. frmg., wdth & thkns							" " " " " " br'dth & thickness	<i>38</i>	<i>56</i>	<i>33 1/2</i>	<i>56</i>
ERS, number on each side & thickness	<i>Two</i>	<i>34</i>		<i>Two</i>	<i>32</i>		" " " " " " (in way of Bridge)	<i>3 1/2 x 3 1/2</i>	<i>36</i>	<i>3 1/2 x 3 1/2</i>	<i>36</i>
" " state if flanged (top and bottom)	<i>No.</i>			<i>No.</i>			" " " " " " Angle (clear of Bridge)	<i>✓</i>		<i>✓</i>	
" " Angles (top and bottom)	<i>3</i>	<i>3 1/2</i>	<i>40</i>	<i>3</i>	<i>3 1/2</i>	<i>40</i>	" " Tie Plate at sides of Hatchways...				
" " to Floors	<i>4 1/4</i>	<i>3</i>	<i>40</i>	<i>2 3/8</i>	<i>2 3/8</i>	<i>38</i>	" " Deck * Iron or Steel, for full lng.	<i>ONE STRAKE NEXT TO HATCHWAYS</i>			
" " PLATE, depth (exclusive of flange) and thickness	<i>25</i>	<i>34</i>	<i>40</i>	<i>24</i>	<i>34</i>	<i>40</i>	" " Thickness (clear of Bridge)	<i>28 1/2 x 24</i>		<i>28 1/2</i>	<i>24</i>
" " Angle to Outside Plating	<i>3</i>	<i>3</i>	<i>40</i>	<i>3</i>	<i>3</i>	<i>40</i>	" " (in way of Bridge)	<i>28</i>		<i>28</i>	
" " Floors	<i>3</i>	<i>3</i>	<i>32</i>	<i>3</i>	<i>3</i>	<i>32</i>	" " Wood Deck, Material & thickness	<i>✓</i>		<i>✓</i>	
ackets at intermdt. frmg., wdth & thkns							Second Deck Stringer Plate, br'dth & thickness	<i>✓</i>		<i>✓</i>	
ight of Outside Brackets above at bilge							" " Angles on ditto, No.				
OTTOM PLATING, breadth and thickness of Middle Line Strake	<i>16 1/2</i>	<i>44</i>	<i>52</i>	<i>29 1/2</i>	<i>34</i>	<i>44</i>	" " Tie Plates outside Hatchways				
" " in Engine and Boiler space	<i>32</i>	<i>44</i>		<i>32</i>	<i>44</i>		" " Deck * Iron or Steel, for lng.				
Remainder in Holds							" " Wood Deck, Material & thickness				
pper Deck, Single Angle, Bulb							Third Deck Stringer Plate, br'dth & thickness	<i>✓</i>		<i>✓</i>	
" " Angle, Plate, Tee Bulb, or Channel							" " Angles on ditto, No.				
" " in way of Long Bridge							" " Tie Plates, outside Hatchways				
acing							" " Deck * Material and thickness				
cond Deck, Single Angle, Bulb							Fourth and Fifth Deck Stringer Plate, breadth & thickness	<i>✓</i>		<i>✓</i>	
" " Angle, Plate, Tee Bulb, or Channel							" " " " Angles on ditto, No.				
" " in way of Long Bridge							" " " " Tie Plates outside Hatchways				
acing							" " " " Deck, Material & thickness				
rd and Fourth Deck, Single Angle, Bulb							R.Q. Deck Stringer Plate, breadth & thickness	<i>33 1/2</i>	<i>56</i>	<i>33 1/2</i>	<i>56</i>
" " Angle, Plate, Tee Bulb, or Channel							" " Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>36</i>	<i>3 1/2 x 3 1/2</i>	<i>36</i>
" " in way of Long Bridge							" " Tie Plates				
acing							" " Deck, Material and thickness	<i>28</i>	<i>24</i>	<i>28</i>	<i>24</i>
op Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel							Bridge Deck Stringer Plate, br'dth & thickness	<i>23 3/8</i>	<i>26</i>	<i>23 3/8</i>	<i>26</i>
" " Angles on upper edge							" " Angle on ditto	<i>3 x 3</i>	<i>32</i>	<i>3 x 3</i>	<i>32</i>
acing							" " Tie Plates	<i>9 1/2</i>	<i>26</i>	<i>7</i>	<i>26</i>
idge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5 1/2</i>	<i>3</i>	<i>40</i>	<i>5</i>	<i>3</i>	<i>40</i>	" " Deck, Material and thickness	<i>2 1/2 W.P.</i>		<i>2 1/2 W.P.</i>	
" " Angles on upper edge							Forecastle Deck Stringer Plate, br'dth & th'kns	<i>23 3/8</i>	<i>26</i>	<i>23 3/8</i>	<i>26</i>
acing							" " Angle on ditto	<i>3 x 3</i>	<i>28</i>	<i>3 x 3</i>	<i>28</i>
recastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>4 7/8</i>	<i>23 5/8</i>		<i>23 5/8</i>			" " Tie Plates	<i>5 1/2</i>	<i>34</i>	<i>4</i>	<i>26</i>
" " Angles on upper edge	<i>5</i>	<i>3</i>	<i>36</i>	<i>5</i>	<i>3</i>	<i>36</i>	" " Deck, Material and thickness	<i>2 1/2 W.P.</i>		<i>2 1/2 W.P.</i>	
Spacing	<i>4 7/8</i>	<i>23 5/8</i>		<i>4 7/8</i>	<i>23 5/8</i>						

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

00-9376-009386-0040 1/2



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.

BULKHEADS. Number, Vessel, Per Rule, Thickness, STIFFENERS, Horizontal, Vertical, Single or Double Frames, Height up, state deck.

W.T. BULKHEADS: A. PEAK, 1, 42, 28, 76, 2 1/2 x 36, 2 1/2, 5, R.Q.D.; ENG. R., 1, 40, 28, 5 x 3 x 36, 2 1/2, 5, R.Q.D.; B. ROOM, 1, 40, 28, 47, ALT, STIFFENERS, 2 1/2, 5, M.D.

COLLISION PARTITION LONGITUDINAL, 1, 42, 28, 76, 2 1/2 x 36, 2 1/2, 5, M.D.

Are the outside Plates doubled two spaces of Frames in length? No. BRACKETS AT EACH LONGITUDINAL. Is the Sluice Valve and Watertight Door in efficient working order? Yes.

Has the Steel been tested as required by the Rules? R.N.I. Tests.

FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. for Propeller. RUDDER-A x D\* Table 22. Speed 8-9 knots. Main-Piece, diameter at head. at heel.

RUDDER, how constructed. Cost steel (712 arms). Thickness of Plates Single Plate 60. 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.? Siemens Martin process. Manufacturer's name: ILVA.

PLATING. STRAKES. AS IN SHIP. FORWARD, AFT. PER RULE OR AS APPROVED. AMIDSHIP. EDGES, Ordinary or joggled? Rivets. BUTTS. Double or Triple and for what Length. Rivets. STRAPS. IF LAPPED.

FLAT PLATE KEEL (1 Bar Keel, state Riveting). GARBOARD OF A Strake. B, C, D, E, F, G, H, 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. R.Q.D. POST 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.

MAIN R.Q.D. Upper Deck Stringer Plate. Butts, 3 R. riveted for 1/2 L to 2 R AT ENDS length amidship. Straps, single, double or overlapped for FULL length amidship.

Second Deck Stringer Plate. Butts, riveted for length amidship. Straps, single or overlapped for length amidship.

Butts of Side Stringers. Tie Plates. Inner Bottom Plating, riveting of Edges SINGLE. Butts DOUBLE. Centre Girder Butts, NONE riveted. Keelson Butts, NONE riveted. Frames, riveted through Plates with 5/8 x 3/4 in. Rivets, about apart. Rivets, state whether Iron or Steel Steel.

FRAMES extend in one length from Lengthwise framing to State if ordinary or joggled. REVERSED FRAMES on floors and frames extend from bilge to bilge State if ordinary or joggled ordinary.

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.

LOWER MASTS: Fore PINE 40'-0" 15" 13" 10" 4"; Main 50'-0" 15" 13" 10" 4"; Mizzen.

Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds 3 @ 2 3/4 in. backstay @ 2". Stays one at 2 3/4 in. one at 1 1/4 in. G.S.W. Sails. Suit of. Sails, and the following spare sails.



EQUIPMENT No. 8002			LETTER C.			ANCHORS.			TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
35210	1st Bower	14	2	0				16	1	1	1st Bower
36408	2nd "	15	2	8				17	0	3	2nd "
36409	3rd "	13	0	14	3	0	14	13	19	2	3rd "
	4th "										4th "
	Collective weight.								41	3	
36410	Stream	4	1	4	1	0	14	6	11	2	Stream
36411	Kedge	2	0	8	2	6	14	12	2	0	Kedge

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

1st Bower Weight. 8:3:8. Surveyors Initials: W.C. McCut. 1875 Date of test 26/7/1918.  
2nd " 9:1:16 " " N.D. " 1155 " " 24/10/20  
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.	Statu-ry.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Length.	Cir.
31556	Fathoms. 195	Ins. 1 1/2	Tons. 25.7	Tons. 2.0	Cwts. qrs. lbs. 14.5	Cwts. qrs. lbs. 1.6	Fathoms. 195	Ins. 1 1/2	Shank link	Fellows Bros Ltd	C.H. 29/11/21 L.C. Paul	TOWLINE  HAWSERS&WARPS	Fathoms. 90	Ins. 3 1/2	Tons. 26	Fathoms. 90	Ins. 3 1/2	
31587	15	1 1/2	7 1/2	15 1/2	6:1:0				Open link	"	C.H. 25/11/21 "		2x90	6"			90	6"
31588	15	1 1/2	"	"	6:1:24				"	"	C.H. 25/11/21 "		"					
Iron Stream Chain or Steel Wire 31589	30	1 1/2	"	"	11:2:22		60	1 1/2	"	"	C.H. 29/11/21 "		"					
					24:1:18	23:0:11												

Boats 1 Life boat - one dingy  
Pumps, Number Three  
Windlass is Emerson Walker & Thompson  
Engine Room Skylights. - How constructed? Wood. Steel casing. What arrangements for deadlights in bad weather? Canvas covers.  
Coal Bunker Openings. - How constructed? plates & angles. How are lids secured? Tarpanen's seats. Height above deck? 2 1/2".  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 Scuppers & 5 freeing ports 22" x 14 1/2" each side.  
Ceiling in Holds, thickness and material W.P. 2"  
Cargo Hatchways. - How formed? Plates & angles. Hatches, If strong and efficient? Yes.  
State size No. 1 Hatch (Forward) 23'-10" x 14'-8" No. 2 Hatch 23'-10" x 14'-9" No. 3 Hatch No. 4 Hatch  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Two webs & 1 fore and afters to each hatch.  
No. of Breasthooks No. of Crutches  
Bulwarks, height above deck and description 28 steel plate. Main Rail, material and size 4 x 2 1/2" Tysack Section.  
The foregoing is a correct description.  
Builder's Signature (here only) Surveyor's Signature  
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) D 1921 Apr 4  
E 1921 May 23, 26, M 1920 Jan 8, Mar 19, Apr 30, May 6, 27, June 29, Sep 5, 1921 Mar 16, Apr 11, July 5, 8.

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? Long framing. 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? - 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.)  
The quality of the workmanship is good. The vessel is built in accordance with the Rules and the enclosed approved plans.  
There are no sister vessels building.  
This vessel is not intended to load or to discharge while lying on the ground.  
See Builders letter 4.8.1920 herewith.

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 ..... £ 320.-  
Special Survey Fee.... £ 5368.-  
Travelling Expenses, if any £ 1361.-  
Fees applied for, July 26 1921  
Received by me, 18/8/21  
Certificate sent to Trieste Date of issue 8-8-23

State whether the Vessel has been built under Special Survey Yes.  
I am of opinion this Vessel should be Classed F.A.I. "FOR SERVICE IN THE ADRIATIC"  
With, or without Freeboard, as condition of Class "WITH FREEBOARD"

Committee's Minute FRI 16 SEP 1921  
Character assigned no action  
TUE MAR. 20 1923  
FRI JUL 27 1923  
For Service in the Adriatic with freeboard  
Lloyd's Arch.  
Subject of Register  
FRI JUL 27 1923  
1923  
no action  
Sol  
FRI JUL 27 1923



# PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			MACH. SPACE.			AMIDSHIPS.			ENDS.			RIVETING.		
			+ ENDS.			In Ship.			+ ENDS.			Per Rule or as approved.			Rivets in Longitudinal Frames.		
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Spacing of Rivets on each side of Transverses and Bulkheads.		
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Brackets to Bulkheads.		
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Brackets to Bulkheads.		
Framing of L, C or C			4 1/8 2 1/4 36			4 1/8 2 1/4 36			4 1/8 2 1/4 36			4 1/8 2 1/4 36			5 1/4 5 1/4 5 RIVETS ON EACH SIDE		
Frames in Bridge 'tween Decks			5 1/2 3 1/2 38			5 1/2 3 1/2 38			5 1/2 3 1/2 38			5 1/2 3 1/2 38			5 1/2 3 1/2 38 SPACED 3/4" APART		
Frames from Uppermost Continuous Deck			5 1/2 3 1/2 38			5 1/2 3 1/2 38			5 1/2 3 1/2 38			5 1/2 3 1/2 38			5 1/2 3 1/2 38		
Framing from Awning, Shelter or Upper Deck to Margin Plate.			5 1/2 3 1/2 38			5 1/2 3 1/2 38			5 1/2 3 1/2 38			5 1/2 3 1/2 38			5 1/2 3 1/2 38		
Spacing of Longitudinal Frames			24"			24"			24"			24"			24"		
Double Bottoms L, C or C			Tank Top Longitudinals			Bottom			Transverse framing.			Transverse framing.			Transverse framing.		
Spacing of Longitudinals			Amidships			At Ends			Amidships			At Ends			Amidships		
Transverses.			In Bridge			Depth and Thickness			15 6 12 36			15 6 12 36			15 6 12 36		
			Face Angles			3 1/2 2 1/2 36			3 1/2 2 1/2 36			3 1/2 2 1/2 36			3 1/2 2 1/2 36		
			Lugs to Shell			3 3 36			3 3 36			3 3 36			3 3 36		
In Awning, Shelter or Upper 'tween Decks.			Depth and Thickness			12 36			12 36			12 36			12 36		
			Face Angles			3 1/2 3 36			3 1/2 3 36			3 1/2 3 36			3 1/2 3 36		
			Lugs to Shell			4 1/8 4 1/8 38			4 1/8 4 1/8 38			4 1/8 4 1/8 38			4 1/8 4 1/8 38		
In Hold.			Depth and Thickness			12 36			12 36			12 36			12 36		
			Face Angles			3 1/2 3 36			3 1/2 3 36			3 1/2 3 36			3 1/2 3 36		
			Lugs to Shell			4 1/8 4 1/8 38			4 1/8 4 1/8 38			4 1/8 4 1/8 38			4 1/8 4 1/8 38		
Spacing of Transverse Frames			6 SPACES			6 SPACES			6 SPACES			6 SPACES			6 SPACES		
* State if joggled or liners.																	
Longitudinal Beams of L, C or C			Bridge Deck			4 1/2 3 36 15 32			4 1/2 3 36 15 32			4 1/2 3 36 15 32			4 1/2 3 36 15 32		
			R.Q.D. or Shell Dk.			REV 2 1/2 2 1/2 32 2 1/2 32			REV 2 1/2 2 1/2 32 2 1/2 32			REV 2 1/2 2 1/2 32 2 1/2 32			REV 2 1/2 2 1/2 32 2 1/2 32		
			MAIN Upper			" " " " " " " " " " " "			" " " " " " " " " " " "			" " " " " " " " " " " "			" " " " " " " " " " " "		
			Second			" " " " " " " " " " " "			" " " " " " " " " " " "			" " " " " " " " " " " "			" " " " " " " " " " " "		
			Third			" " " " " " " " " " " "			" " " " " " " " " " " "			" " " " " " " " " " " "			" " " " " " " " " " " "		
Transverse Beams.			10 x 36			7 1/2 x 2 1/2 32			10 x 36			7 1/2 x 2 1/2 32			10 x 36		

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

200,812-T.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop ✓ ft., R.Q.D. 57' 25 ft., Bridge 41' 0 ft., Forecastle 23' 18 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. R.Q.D. is joined to B.D.

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) 1 DK SH. F.K. 4 B.D. Cem. "Longitudinal framing at side & deck" L.A.C.P.

Official No. ✓ ; Signal Letters ✓ State if Machinery is fitted aft No  
How are the surfaces preserved from oxidation? Inside Paint. Cement. Outside Paint. cementation

**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,	✓	✓	Fore peak tank,	✓	✓
Double bottom, under Engines and Boilers,	29.5	75	After peak tank,	✓	✓
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	✓	✓	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.

Date

No. 189 in builder's yard.

DATES of Surveys held while building

1919 Dec 12, 1920 June 7, 8, 9, 22, Aug 17, 18, Oct 2, 1921 Jan 8, Feb 19, May 5, 6, June 12, 13, 25, 27, 28, 19 July 27,

Total No. of Visits 20

Surveyor's Signature