

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office WED JUL 2 1924

Date of completion of report
Survey held at

1st July 1924

Port of

Glasgow

No.

43751

Date, First Survey

21st Nov. 1923

Last Survey

21st June 1924

On the (State if Single, Twin, or Triple Screw)

Twin Screw

"CONCHITA"

Rig one mast

TONNAGE under 1797.91
Tonnage Deck ...
Do. between Tonnage Dk. and 3rd and 4th Dk. ...
Total under Upper Dk. ...
Do. of Poop ...
Do. of B.O. Dk. ... 255.66
Do. of Bridge Deck ... 388.49
Do. of Forecastle ... 46.53
Do. of Houses on Dk. ... 166.39
Do. of excess of Hatchways ...
Do. above Crown of Engine Room ... 47.24
Gross Tonnage 2702.44
Less Crew Space ... 148.72
Less above Crown of W. Ballast ... 29.41
TONNAGE FOR FEES ... 2702.44
Less Engine Room ... 946.76
Less Navigation Spaces ... 38.46
Less for Pumps ... 41.69
Register Tonnage 1480.79
as out on Beam ...

CLASS 100 A1

FEET.

Breadth (greatest moulded) ... 50.0
Depth, at middle of length from top of keel to top of upper deck beams at side ... 15.0
Transverse Number ... 65.0
Length on deck from fore part of stem to after part of stern post ... 305
Longitudinal Number ... 19825
Depth "d," at middle of length (See Secs. 2 & 13) ... 14.25
Proportions—Depth to Length—Upper Deck Beam at side to top of keel ... 20.3
" " Long Bridge Deck Beam at side to top of keel ... 13.9

Built at Dalmuir

When built 1924 Launched 29 April 1924

By whom built Wm Beardmore & Co. Ltd.

Owners Curacaoische Scheepvaart Maats.

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

Residence

Port belonging to Willamstad

Destined Voyage West India

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

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
305	0	0	50	0	0	15	1	1	one
Moulded depth, ft. 15 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 12 ins.									
Moulded depth, ft. 15 ins. 0 To Upper Dk.									
Dimensions of Ship per Register, Length 306 breadth 50.26 depth 15.09									
FRAMING.					PILLARS.				
FRAME, Angles, or Bars amidships					PILLARS In 'tween Deck, size and spacing				
Do. in peaks					" Hold				
Do. in way of Double Bottoms at Solid Floors					" Quarter 'tween Dks.,				
" at intermdt. Bkts.					" in Hold				
ing of Frames from centre to centre amidships					KEELSONS & STRINGERS.				
" from 1/2 length to Collision bulkhead					CENTRE LINE KEELSON, Vertical Plates above				
" in peaks					Room, Through Plate, or Intercostal Plate				
VERSE FRAME, Angles					Rider Plate				
in way of Double Bottoms at Solid Floors					Flat Plate Keel Angles				
" at intermdt. Bkts.					Horizontal Plates on Floors				
MING, depth of girder					Angles or Bulb Angles				
ORS, depth and thickness of Floor Plate					SIDE KEELSONS, Number				
at mid-line for 1/2 length amidships					Angles or Bulb Angles				
in way of Engine and Boiler Spaces					Plate above floors, for E. Seat length				
thickness at the ends of vessel					Intercostal Plate, for E. BR. 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				
ERS in Cell. Double Bottoms					Intercostal Plate for length				
state if flanged (top & bottom)					Attached to outside Plating with Angle				
Spacing of Solid floors					SIDE STRINGERS, Number				
RE GIRDER, in Dbl. bottom, dpth. & thcknss.					Angle				
Angles, Top					Intercostal Plate, for length				
Bottom					Attached to outside plating with Angle				
to Floors					Upper Deck Stringer Plate, br'dth & thickness				
Brackets at intermdt. frmg., wdth & thkns					(clear of Bridge)				
GIRDERS, number on each side & thickness					br'dth & thickness (in way of Bridge)				
state if flanged (top and bottom)					Angle (clear of Bridge)				
Angles (top and bottom)					Tie Plate at sides of Hatchways				
to Floors					Deck. * Iron or Steel, for lng.				
IN PLATE, depth (exclusive of flange) and thickness					Thickness (clear of Bridge)				
Angle to Outside Plating					(in way of Bridge)				
Floors					Wood Deck. Material & thickness				
Brackets at intermdt. frmg., wdth & thkns					Second Deck Stringer Plate, br'dth & thickness				
Height of Outside Brackets above at bilge					Angles on ditto, No.				
BOTTOM PLATING, breadth and thickness of Middle Line Strake					Tie Plates outside Hatchways				
in Engine and Boiler space					Deck. * Iron or Steel, for lng.				
Remainder in Holds					Wood Deck. Material & thickness				
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel					Third Deck Stringer Plate, br'dth & thickness				
In way of Long Bridge					Angles on ditto, No.				
Spacing					Tie Plates, outside Hatchways				
Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel					Deck. * Material and thickness				
Spacing					Fourth and Fifth Deck Stringer Plate, breadth & thickness				
Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel					Angles on ditto, No.				
Angles on upper edge					Tie Plates outside Hatchways				
Spacing					Deck. Material & thickness				
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel					QUARTER DECK Stringer Plate, breadth & thickness				
Angles on upper edge					Angle on ditto				
Spacing					Tie Plates				
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel					Deck. Material and thickness				
Angles on upper edge					Bridge Deck Stringer Plate, br'dth & thickness				
Spacing					Angle on ditto				
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel					Tie Plates				
Angles on upper edge					Deck. Material and thickness				
Spacing					Forecastle Deck Stringer Plate, br'dth & th'kns				
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel					Angle on ditto				
Angles on upper edge					Tie Plates				
Spacing					Deck. Material and thickness				

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

010712-010719-0172-13

[illegible]

PARTICULARS OF LONGITUDINAL FRAMING.

at bottom and decks

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.							
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng. Ins. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.					
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.				
Bottom																					
Framing of L, L or C																					
Frames in Bridge 'tween Decks																					
Frames from Uppermost Continuous Deck																					
No. 1		11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8	11x44x3 1/2x5 7/8		
" 2		d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d		
" 3		d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d		
" 4		Longitudinal bulkhead																			
" 5		9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0	9x42x3 1/2x5 0		
" 6		d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d		
" 7		d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d		
" 8		d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d		
" 9		d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d		
" 10		d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d	d		
" 11																					
" 12																					
" 13																					
" 14																					
" 15																					
" 16																					
Spacing of Longitudinal Frames		Amidships			24			24			24			24							
		At Ends			24			24			24			24							
Double Bottoms																					
L, L or C																					
Spacing of Longitudinals																					
Tank Top Longitudinals																					
Bottom																					
Amidships																					
At Ends																					
Transverses.																					
In Bridge																					
'tween Decks																					
In Awning, Shelter or Upper 'tween Decks.																					
Bottom In Hold.																					
Depth and Thickness																					
Face Angles																					
Lugs to Shell*																					
30x34 .40		30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40	30x34 .40		
6 3 44 6 3 44 6 3 44 6 3 44		6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44	6 3 44		
6 6 40 6 6 40 5 5 40 5 5 40		6 6 40	6 6 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40	5 5 40		
6 3 40 6 3 40 6 3 40 6 3 40		6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40	6 3 40		
10 7 1/2		10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2	10 7 1/2		
Part Joggled Part Liner																					
Longitudinal Beams of L, L or E																					
Drunk deck Bridge Deck		7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40		
Awg or Shldr. Dk.		7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40		
Upper deck		7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40	7 3 40		
Second		5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30		
Third		5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30	5 1/2 3 30		
Transverse Beams.																					
15x42x4x62		15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62	15x42x4x62		
12x46x4x62		12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62	12x46x4x62		
11x42x3x57 1/2		11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2	11x42x3x57 1/2		
20x40x3x57 1/2		20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2	20x40x3x57 1/2		

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.

EQUIPMENT No. 21592				LETTER t				ANCHORS.				TONNAGE U. D.K. OR PLATING No. FOR TRAWLERS					
ber of date.	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.			
96	1st Bower ...	42	2	14	Stockless			37	11	3	14	42	0	0	Halls	J. Wright & Co.	Diplon 29.2.24 Drysdale
89	2nd „ ...	42	1	21	„			37	8	0	14	42	0	0	„	„	„ 28.2.24 „
88	3rd „ ...	35	2	22	„			32	18	3	0	35	2	0	„	„	„ 28.2.24 „
	4th „ ...																
	Collective weight.	120	3	1								119	2	0			
28	Stream	11	0	8	3	0	0	13	0	0	0	11	0	0	Ordinary	Not stated	Cradley Heath 8.12.20 Paul
	Kedge.....																

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

1st Bower	27.2.3	R.F.	4926	8.12.1922
2nd "	27.2.7	R.F.	4924	8-12-1922
3rd "	21.3.7	T.G.B.	5283	14.12.1923
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.		Tons.	Fathoms.
	Length.	Diam.	Stations.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
1515	240 1/2	1 7/8	63 1/4	88 1/2	426.0.5	425.7.0	240	1 7/8	Steel	J. Wright & Co.	Diplon 18.3.24 Drysdale	TOWLINE	100	4	33	100	4		
												HAWSE & WARPS							
													Manila	(2) 90	7	(2) 90	7		
													"	(2) 90	6	(2) 90	6		
on Stream	75	1/4		35			75	1/4	Steel wire										
Chain or Steel Wire																			

Boats 2 Lifeboats
Pumps, Number no hand pumps
Windlass is Steam by Emerson Walker & Thompson
Engine Room Skylights.—How constructed? Steel
Coal Bunker Openings.—How constructed? (oil fuel) Steel How are lids secured? Steel H.T. cover Height above deck? 9' above trunk st.
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 12 Scuppers each side
Ceiling in Holds, thickness and material no Ceiling or Sparring in oil tanks Cargo Battens, thickness and material Copson 3 x 3/4
Cargo Hatchways.—How formed? Steel 1/2 Chequered plate in fore hold
Hatches, If strong and efficient? Yes on main deck 6 hatches on 2nd deck 3 hatches
State size No. 1 Hatch (Forward) 10' 0" x 7' 0" No. 2 Hatch 6' 0" x 4' 3" No. 3 Hatch 6' 0" x 4' 3" No. 4 Hatch 3' 6" x 3' 6"
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Steel plate water-tight cover on small hatch
Line plate: Water-tight cover with 903546 BA fore & aft Stiffeners
No. of Breasthooks 4 mel. decks No. of Crutches deep floors
Bulwarks, height above deck and description no bulwarks
Main Rail, material and size ✓
The foregoing is a correct description.
Builder's Signature (here only) A. L. Thompson Surveyor's Signature J. M. Shewman
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)
Oct 1923, 1st Nov 1923, 2 5 6 8 9 12, 13, 14, 15, 16, 21, 22, 23 24, 26, 28, 29, 30 Dec 1923, 11 12, 19, 21 22, 28, Jan 1924, 2.10.26 Feb 1924, 5.6.14
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? Frame Joggled 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? no
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests Satisfactory
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests Satisfactory
General Remarks (State quality of workmanship, &c.) Workmanship Good

This vessel has been built in accordance with the approved plans, the Secretary's letter of the above date and in conformity with the Rules for the class contemplated.
The oil Compartments and the oil fuel tanks have been tested as required by the Rules.
The buoyancy spaces above the oil compartments have been tested to a head of 8 feet above the upper deck.
The H.T. bulkhead and the upper and weather decks clear of buoyancy spaces and oil compartments have been hose tested the peak tanks have been tested as required by the Rules, oil fuel bunkers tested and the Rules complied with.
Approved plans 25 in number are forwarded for reference which please return for dealing with the sister ship now building.
A copy of midship section as vessel built is also forwarded (26 plan in all.)

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, and list of plans should be embodied in report.

The amount of Entry Fee	£ 6 : 0 : 0	Fees applied for, 20/6 1924	Hull Certificate to be sent to Glasgow	Date of issue 14/10/24
Special Survey Fee	£ 315 : 3 : 0	Received by me, J. M. Shewman		
Travelling Expenses, if any	£ 8 : 0 : 0	Freeboard		

State whether the Vessel has been built under Special Survey Yes
I am of opinion this Vessel should be Classed 100 A1 Carrying Petroleum in bulk
With, or without Freeboard, as condition of Class With

Committee's Minute GLASGOW 1 JUL 1924
Character assigned 100 A1 with freeboard 6.24.
Carrying petroleum in bulk.
Longitudinal framing at bottom & at decks + LMC 6.24 F.D.
Fitted for oil fuel 6.24 F.P. above 150°F.
Lloyd's Assoc.
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GENERAL REMARKS—

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 86' 5" ft., ^{Trunk} Bridge 175' 8" ft., Forecastle 42' 3" ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

Trunk joined to main deck and Forecastle

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book)

One 6x steel longitudinal framing at bottom and at deck. Fitted for oil fuel tank point about 150°

Official No. ☒ : Signal Letters ☒ State if Machinery is fitted aft Incl. aft.

If bottom of Vessel has been coated Inside Yes except Outside Yes give particulars of paint or other composition Portland Cement and Iron Oxide in oil tanks and burgony spaces at sides of tanks

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system. ☒

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,		<input checked="" type="checkbox"/>	Fore peak tank,		
Double bottom, under Engines and Boilers,		<input checked="" type="checkbox"/>	After peak tank,		<u>109</u>
Double bottom, if under Engines only,		<input checked="" type="checkbox"/>	Deep tank, aft,		<u>87</u>
Double bottom, if under Boilers only,		<input checked="" type="checkbox"/>	Deep tank, forward,		
Double bottom, forward,		<input checked="" type="checkbox"/>	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. 5606

Date 24. 1. 1924.

No. 633 in builder's yard.

DATES OF SURVEYS held while building

1923 Mar 21. 22. 29 Dec 5. 6. 10. 11. 17. 19. 21. 22. 26. 28 1924 Jan 9. 14. 16. 21. 25. 29 Feb 4. 6. 7. 8. 14. 15. 19. 26. 29 Mar 12. 14. 18. 19. 21. 24. 26. 28. 31 Apr 2. 4. 9. 14. 17. 22. 23. 28. 30 May 5. 8. 13. 14. 21. 26. 29 Jun 3. 9. 10. 12. 13. 16. 17. 18. 19. 21

Total No. of Visits. 65

Surveyor's Signature

W. H. Hume

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