

With or Without
Disconnected Erections.

REC'D NEW YORK FEB 14 1921
STEEL STEAMER.

THU. 3 MAR. 1921
Received at London Office

Date of completion of report 7th February 1921 Port of Philadelphia Pa
Survey held at Chester Pa Date, First Survey 27th August 1920 Last Survey 4th February 1921
On the (State if Single, Twin, or Triple Screw) SINGLE SCREW STEAMER "JOSEPH M. CUDAHY" Rig Two masts (No sails)
Tonnage under Tonnage Deck 6465.28 CLASS 1100A1. Carrying petroleum in bulk
Do. between Tonnage Dk. and 3rd and 4th Dk. 6465.28
Total under Upper Dk. 6465.28
Do. of Poop
Do. of R.Q. Dk.
Do. of Bridge House 203.80
Do. of Forecastle 35.06
Do. of Houses on Dk. 215.79
Do. of excess of Hatchways above Crown of Engine Room 132.96
Gross Tonnage 7052.89
Less Crew Space
Less above Crown of Engine Room 7052.89
TONNAGE FOR FEES 1566.11
Less Engine Room 413.97
Less Navigation Spaces 413.97
Register Tonnage 5072 =
Destined Voyage Not stated If Surveyed while Building, Afloat, or in Dry Dock Yes

Master G.W. STANTON
Year of appointment (1) As Master in service of owner of present vessel - 191- (2) As Master of this vessel 1921
Built at Chester Pa
When built Feb. 1921 Launched 8th Jan. 1921
By whom built Sun Shipbuilding Co
Owners Sinclair Nav. Co.
Managers
(Where necessary to be entered in Reg. Book.)
Residence New York
Port belonging to New York

| 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 |
|----------------------------|-------|---------|-----------------|-------|---------|---|-------|---------|--|
| 430 | 0 | | 59 | 0 | | Do. do. do. do. Second Dk. Beams | 33 | 4 3/4 | 2 |
| | | | | | | | | | No. of Tiers of Beams 2 |
| | | | | | | | | | Moulded depth, ft. 41 ins. 3 To Bridge Dk. Round of Upper Dk. Beam, Actual 14 1/2 ins. |
| | | | | | | | | | Moulded depth, ft. 33 ins. 3 To Upper Dk. |

| FRAMING. | | | | | | PILLARS. | | | | | |
|---|----------------|------------------|----------------|----------------|----------------|--|----------------|----------------|----------------|----------------|----------------|
| NAME, Angles, or Bars amidships | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | PILLARS In 'tween Deck, size and spacing | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship |
| o. in peaks | 7 3 1/2 | 40 | 7 3 1/2 | 40 | | " Hold | 12 x 12 x 78 | 62 | 62 | 62 | 62 |
| o. in way of Double Bottoms at Solid Floors | 3 1/2 | 3 1/2 | 44 | 3 1/2 | 3 1/2 | " Quarter 'tween Dks. | 8 x 8 x 10 | 10 | 9 | | |
| " at intermdt. Bkts. | | | | | | " in Hold | | | | | |
| ing of Frames from centre to centre amidships | 28 1/2 | Engine Room only | | | | | | | | | |
| " length to Collision bulkhead in peaks | 24 | | 24 | | | | | | | | |
| ERSED FRAME, Angles | 3 1/2 | 3 | 40 | 3 1/2 | 3 | | | | | | |
| in way of Double Bottoms at Solid Floors | 3 1/2 | 3 1/2 | 44 | 3 1/2 | 3 1/2 | | | | | | |
| " at intermdt. Bkts. | | | | | | | | | | | |
| MING, depth of girder | 7 1/2 | | 7 1/2 | | | | | | | | |
| ORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships | | | | | | | | | | | |
| in way of Engine and Boiler Spaces | | | | | | | | | | | |
| thickness at the ends of vessel | | | | | | | | | | | |
| depth at 1/2 the half breadth, as per Rule | | | | | | | | | | | |
| height extended at the Bilges | | | | | | | | | | | |
| ORS in Cell. Double Bottoms | 50 | | 50 | | | | | | | | |
| state if flanged (top & bottom) | No | | No | | | | | | | | |
| Spacing of Solid floors | 28 1/2 | | 28 1/2 | | | | | | | | |
| IRE GIRDER, in Dbl. bottom, dpth. & thcknss. | 76 | | 76 | | | | | | | | |
| Angles, Top | 3 1/2 | 3 1/2 | 50 | 3 1/2 | 3 1/2 | | | | | | |
| " Bottom | 6 | 6 | 56 | 5 | 5 | | | | | | |
| " to Floors | 3 1/2 | 3 1/2 | 50 | 3 | 3 | | | | | | |
| Brackets at intermdt. frmg., wdth & thcknss | Two | | Two | | | | | | | | |
| GIRDERS, number on each side & thickness | No | | No | | | | | | | | |
| state if flanged (top and bottom) | 3 1/2 | 3 1/2 | 50 | 3 1/2 | 3 1/2 | | | | | | |
| Angles (top and bottom) | 3 1/2 | 3 1/2 | 44 | 3 1/2 | 3 1/2 | | | | | | |
| " to Floors | 3 1/2 | 3 1/2 | 50 | 3 | 3 | | | | | | |
| IN PLATE, depth (exclusive of flange) and thickness | Level | | Level | | | | | | | | |
| Angle to Outside Plating | 6 | 4 | 50 | 4 | 4 | | | | | | |
| " Floors | | | | | | | | | | | |
| Brackets at intermdt. frmg., wdth & thcknss | | | | | | | | | | | |
| Height of Outside Brackets above at bilge | | | | | | | | | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | 47 | 44 | 47 | 44 | | | | | | | |
| in Engine and Boiler space | 58 B | 52 | 74 E | 58 B | 52 | | | | | | |
| " Remainder in Holds | 38 | | 38 | | | | | | | | |
| BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel | 7 | 3 1/6 | 45 | 7 | 3 1/6 | | | | | | |
| In way of Long Bridge | 7 | 3 1/6 | 412 | 7 | 3 1/6 | | | | | | |
| Spacing | 24 | | 24 | | | | | | | | |
| BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel | 10 | 3 3/8 | 38 | 10 | 3 3/8 | | | | | | |
| Spacing | 24 | | 24 | | | | | | | | |
| 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 | | | | | | | | | | | |
| Angles on upper edge | | | | | | | | | | | |
| Spacing | | | | | | | | | | | |
| BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel | | | | | | | | | | | |
| Angles on upper edge | | | | | | | | | | | |
| Spacing | | | | | | | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel | 7 | 3 1/4 | 45 | 7 | 3 1/4 | | | | | | |
| Angles on upper edge | | | | | | | | | | | |
| Spacing | 24 | | 24 | | | | | | | | |

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. No. of Side Stringers. WEB-FRAMES, In E. & B. Space, No. and spacing. No. of Side Stringers. WEB-FRAMES, In After Body, No. and spacing. No. of Side Stringers. BRACKET PLATES to Stringers between Web Frames, depth and thickness.

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 10 1/2 knots. Main-Piece, diameter at head. at heel.

BULKHEADS. W.T. BULKHEADS. C.T. Bulkhead. After Peak. COLLISION. PARTITION. LONGITUDINAL.

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS.

THICKNESS OF SHEET PILES. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DBLG. of Flat Plate Keel. Sheerstrakes. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES.

Upper Deck. Stringer Plate. Second Deck. Stringer Plate. FRAMES extend in one length from Longitudinal & framing. REVERSED FRAMES on floors and frames extend from Longitudinal framing.

MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. Riggings, Material and Size, Shrouds. Sails.

EQUIPMENT No. 41339. LETTER 67. 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.

10791 1st Bower. 73 0 2 1/2. 10792 2nd. 72 0 1 1/2. 10793 3rd. 66 0 8. 10794 4th. 211 1 15. 10795 Stream. 25 2 2 1/2. 10796 Kedge. 11 2 2 1/2.

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

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. Length. Cir.

11823 28 3/4. 1269 15. 509 5. 120 5.

Boats. Four lifeboats + one working boat. Steering Gear, Steam by Sun 136. Steering Gear, Hand by Sun 136. Pumps, Number. No. Hand pumps fitted. Diameter of Barrel. State whether they are in efficient working order. Windlass is Steam by Sun 136. Capstan. None. Engine Room Skylights. How constructed? Steel plates + angles. What arrangements for deadlights in bad weather? Steel flaps + bullseyes. Coal Bunker Openings. How constructed? Steel plates + angles. How are lids secured? By chains + battens. Height above deck? 30". Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 5 Scuppers each side, 11 Freeing ports 22" x 18" each side. Ceiling in Holds, thickness and material. Forward Hold 2 1/2" spruce. Cargo Battsens, thickness and material. Forward Hold 6" x 2" spruce. Cargo Hatchways. How formed? Steel plates and angles. Hatches, If strong and efficient? Yes. State size No. 1 Hatch (Forward) 9'9" x 15'3". No. 2 Hatch 10'0" x 15'0". No. 3 Hatch 6'0" x 14'0". No. 4 Hatch 13'9" x 14'0". Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Hatches, Summer Joints. No. 1 Three steel fore + afters. No. 4 Two steel webs. No. of Breasthooks. Six. No. of Crutches. Deep floors. Bulwarks, height above deck and description. 42" x 3 1/2" steel plates. Main Rail, material and size. Steel 7 x 3 1/2 x 15'3 1/2 B.A. The foregoing is a correct description. Builder's Signature (here only). Surveyor's Signature. James Butler + J. Ludegreen. Surveyors to Lloyd's Register of Shipping.

Correspondence. State dates and initials of letters respecting this case. Reference should be made to any correspondence connected with the case. SECY M. 14/9/16, 24/10/16, 18/11/17, 13/6/17, 30/6/17, 26/11/17, 11/12/17, 13/12/17, 7/1/18, 2/3/18, 16/12/19, 24/1/20, NEW YORK 21/8/16, 5/10/16, 6/10/16, 29/11/16, 6/12/16, 8/12/16, 10/1/17, 14/1/17, 4/3/17, 4/4/17, 9/4/17, 16/4/17, 25/5/17, 6/6/17, 23/10/17, 14/11/17, 26/11/17, 18/1/18, 5/7/18, 22/10/18, 24/10/18, 25/10/18, 8/12/18, 5/1/19, 5/1/20.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed when practicable. 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 facing surfaces? Yes. 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 & overlapped? 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.). This vessel is a sister ship to the S.S. "Samuel L. Fuller" (Report N° 4089) and has been built in accordance with the Rules, the approved plans and the Secretary's letters of the above mentioned dates. The workmanship throughout is good. All the cargo oil tanks, copperdams, and oil fuel bunkers have been tested as required by the Rules and found satisfactory. The vessel is fitted with wireless telegraphy and submarine signalling apparatus. Plans of hullship section and General Arrangement, also copy of Interim Certificate are forwarded 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.

Freeboard Fee. \$ 50.00. The amount of Entry Fee. £ 25.00. Special Survey Fee. £ 1006.62. Travelling Expenses, if any £ 38.00. New York. \$ 10.00. State whether the Vessel has been built under Special Survey. Yes. I am of opinion this Vessel should be Classed. Fitted for oil fuel. Below 150°F. James Butler + J. Ludegreen. Surveyors to Lloyd's Register of Shipping. With, or without Freeboard, as condition of Class. Without.

Committee's Minute. New York. FEB 15 1921. Character assigned. A.C.P. Carr. Pet. in bulk + L.M.B. 2,21. Fitted for oil fuel 221. 2R above 150°F.

W1145-0115 ³/₃ PARTICULARS OF LONGITUDINAL FRAMING.

| FRAMING. | | | AMIDSHIPS. | | | ENDS. | | | AMIDSHIPS. | | | ENDS. | | | RIVETING. | | | | |
|--|--|--|--|-------|------|-------------------|-------|------|--------------------------|-------|------|--------------------------|-------|---------|---|--------|--|----------------------------------|-----------|
| | | | In Ship. | | | In Ship. | | | Per Rule or as approved. | | | Per Rule or as approved. | | | Rivets in Longitudinal Frames. | | Spacing of Rivets on each side of Transverses and Bulkheads. | Rivets in Brackets to Bulkheads. | |
| | | | | | | | | | | | | | | | Diam. | Speng. | | Number. | Diameter. |
| | | | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Inches. | | | Inches. | | |
| Framing of L, L & C | | | - | - | - | - | - | - | - | - | - | - | - | - | | | - | - | |
| Frames in Bridge 'tween Decks ... | | | 6 | 3 1/2 | 35 | - | - | - | 6 | 3 1/2 | 35 | - | - | - | 7/8 | 5 1/4 | - | - | |
| Frames from Uppermost Continuous Deck | | | 6 | 3 1/2 | 35 | 6 | 3 1/2 | 35 | " | " | " | 6 | 3 1/2 | 35 | 1 | 6 1/4 | 7 | 7/8 | |
| Framing from Awning, Shelter or Upper Deck to Margin Plate, Centre line | | | " | " | " | 6 | 3 1/2 | 35 | " | " | " | " | " | " | 1 | 6 1/4 | 7 | 7/8 | |
| | | | " | " | " | 7 | 3 1/6 | 45 | " | " | " | 7 | 3 1/6 | 45 | " | " | 8 | " | |
| | | | " | " | " | 7 | 3 1/6 | 45 | " | " | " | 7 | 3 1/6 | 45 | 7/8 | 6 1/4 | 3/8 for 11 rivets | " | " |
| | | | " | " | " | 10 | 3 3/8 | 38 | " | " | " | 10 | 3 3/8 | 38 | " | " | " | " | " |
| | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | | | " | " | " | 10 | 3 3/8 | 38 | " | " | " | 10 | 3 3/8 | 38 | " | " | " | " | " |
| | | | " | " | " | 10 | 3 1/2 | 50 | 10 | 3 1/2 | 50 | 10 | 3 1/2 | 50 | " | " | " | " | " |
| | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| | | | " | " | " | 13 | 4 1/8 | 50 | 13 | 4 1/8 | 50 | 13 | 4 1/8 | 50 | " | " | " | " | " |
| | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | 3/8 for 12 rivets | 16 | " |
| | | | " | " | " | 13 | 4 1/8 | 50 | " | " | " | " | " | " | " | " | " | 12 | " |
| 18 " 14 Girder 66"x44" Girder 66"x44" | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | | | |
| 19 " 23 13 4 1/8 50 13 4 1/8 50 13 4 1/8 50 13 4 1/8 50 | | | " | " | " | " | " | " | " | " | " | " | " | " | 12 | 7/8 | | | |
| " 16 Longitudinals on flat of bottom forward fitted with back bars 3 1/2"x3 1/2"x44" | | | | | | | | | | | | | | | | | | | |
| Spacing of Longitudinal Frames | | | Amidships | | | - 28 1/8 - | | | - 28 1/8 - | | | - 28 1/8 - | | | | | - | - | |
| | | | At Ends | | | - 21 - | | | - 21 - | | | | | | | | - | - | |
| Double Bottoms L, L & C under Boilers | | | Tank Top Longitudinals | | | 6 3 1/2 35 | | | 6 3 1/2 35 | | | 7/8 5 1/4 | | | 3 1/2 for 4 rivets each side of Trans. | | | | |
| | | | Bottom | | | 6 3 1/2 35 | | | 6 3 1/2 35 | | | 7/8 5 1/4 | | | " " " " Bulkhead | | | | |
| Spacing of Longitudinals | | | Amidships | | | - | | | - | | | - | | | - | | | | |
| | | | At Ends | | | - 28 1/8 - | | | - 28 1/8 - | | | - | | | - | | | | |
| Transverses. | | | | | | | | | | | | | | | Rivets in Lugs to Shell Diam. Speng. | | | | |
| In Bridge 'tween Decks | | | Depth and Thickness | | | 15 3 4 40 | | | 15 3 4 40 | | | 7/8 4 3/8 | | | | | | | |
| | | | Face Angles ... F.... | | | - | | | - | | | - | | | | | | | |
| | | | Lugs to Shell * Liners | | | Flange of Channel | | | Flange of Channel | | | Flange of Channel | | | | | | | |
| In Awning, Shelter or Upper 'tween Decks. | | | Depth and Thickness | | | 15 3 5/8 52 1/4 | | | 15 3 5/8 52 1/4 | | | - | | | | | | | |
| | | | Face Angles ... F.... | | | - | | | - | | | - | | | | | | | |
| | | | Lugs to Shell * Liners | | | Flange of Channel | | | Flange of Channel | | | 1 5 1 | | | | | | | |
| In Hold. | | | Depth and Thickness | | | 28 10 50 | | | 28 10 50 | | | 7/8 4 3/8 | | | | | | | |
| | | | Face Angles ... I.... | | | - | | | - | | | - | | | | | | | |
| | | | Lugs to Shell * Liners | | | Flange of I beam | | | Flange of I beam | | | 7/8 4 1/8 | | | | | | | |
| Brackets | | | None fitted in view of 10 flanges on face of I beams | | | | | | | | | | | | | | | | |
| Spacing of Transverse Frames | | | - 109 3/8 - | | | 96"x114" aft | | | - 109 3/8 - | | | 96"x114" aft | | | - | | | | |
| | | | 96" fwd | | | 96" fwd | | | 96" fwd | | | - | | | | | | | |
| Longitudinal Beams of L, L & C | | | Bridge Deck ... | | | 6 3 1/2 35 | | | 6 3 1/2 35 | | | - | | | spacing. | | | | |
| | | | Awg. or Shltr. Dk. | | | - | | | - | | | - | | | Transverse | | | | |
| | | | Upper " | | | 6 3 1/2 35 | | | 6 3 1/2 35 | | | 6 3 1/2 35 | | | 28 1/8 | | | | |
| | | | Second " | | | 7 3 1/6 45 | | | 7 3 1/6 45 | | | 7 3 1/6 45 | | | 28 1/8 | | | | |
| | | | Third " | | | - | | | - | | | - | | | - | | | | |
| | | | | | | | | | | | | | | | In Ships. As approved. | | | | |
| | | | | | | | | | | | | | | | Plate. Angles. Plate. Angles. | | | | |
| | | | | | | | | | | | | | | | 13 x 4 x .375 13 x 4 x .375 | | | | |
| | | | | | | | | | | | | | | | 15 x 3 5/8 x 52 1/4 15 x 3 5/8 x 52 1/4 | | | | |
| | | | | | | | | | | | | | | | 24 x 9 x .39 24 x 9 x .39 | | | | |

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.

5c.317.—T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 133.0 ft., R.Q.D. ✓ ft., Bridge 36.46 ft., Forecastle 40.4 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Not joined*

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) *28 WCs (all) + Web frames, Longitudinal framing*
 Official No. *220956*; Signal Letters *MCGW*. State if Machinery is fitted aft *yes*
 How are the surfaces preserved from oxidation? Inside *Cement paint or bitumastic* Outside *Paint*
except inside Oil tanks

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, | - | - | Fore peak tank, <i>(Oil fuel or W.B.)</i> | - | 222.0 |
| Double bottom, under Engines and Boilers, | - | - | After peak tank, <i>(FW or W.B.)</i> | - | 56.0 |
| Double bottom, if under Engines only, <i>(W.B.)</i> | 35.46 | 128.0 | Deep tank, aft, | - | - |
| Double bottom, if under Boilers only, <i>(FW)</i> | 24.00 | 131.0 | Deep tank, forward, | - | - |
| Double bottom, forward, <i>Fuel Oil or W.B.</i> | 41.00 | 149.0 | Other tanks, if fitted, | - | - |
| Total capacity of double bottom | | 408.0 | (If necessary, furnish further information by sketch.) | | |

* The wells are not to be included in the lengths of the tanks. *10.00* State whether the above have been tested as required by the Rules *yes*

Order for Special Survey No. *404*
 Date *5.4.1920*
 No. *35* in builder's yard.
 DATES OF SURVEYS held while building
1920 AUG 27, SEPT 2, 9, 13, 22, 24, OCT 1, 7, 11, 20, 21, 26, 29, NOV 4, 5, 22, DEC 7, 9, 15, 16, 20, 23, 29, 30, 31,
1921 JAN 3, 4, 5, 6, 8, 11, 13, 17, 18, 19, 20, 21, 24, 25, 27, 31, FEB 2, 4,

Surveyor's Signature *James Butler Lloyd*
 Lloyd's Register Foundation