

GENERAL REMARKS—(continued).

Repairs for Damage stated to have been sustained (1) through collision with the T. S. Hemland on 29th Sept. 1921, and (2) 5th 5th 5th T. S. Tabaka on 22nd Oct. 1921, in Hartlepool Harbour.
Now done:—N^o. 1 damage—in way of after oil-fuel wing tank (port):—
One plate of Main deck sheer + one plate in stroke below adjoining removed;
three frames fained in place; two beam knees in tank out, fained + refitted; +
wash plate fained in place; oil-fuel wing tank tested to the required pressure.

N^o. 2 damage—port side (N^o. 2 from aft):—

Now done—Shell:—N^o. 5 of M removed; N^o. 4 of N off, fained + refitted, + N^o. 3 of N + N^o. 4 of L fained in place.

Frames:—(in shell's twin dks):—N^o. 26, 27 + 28 removed; N^o. 29 frame + web on N^o. 25 cut out, fained + refitted + N^o. 23 + 25 frames fained in place.

Beams:—shell's dk—N^o. 26, 27, 28 + 29 beams with knees out, fained + refitted;
one deck plate in way fained in place.

Starb^d:—Shell:—N^o. 7 plate of H off, fained + refitted + one plate of T adjoining, + one frame fained in place.

All new + repaired work recoated.

Copies of Damage Survey Reports attached.

D. M. Anslan.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 36⁵ ft.
(in feet and tenths). When the Poop is joined to the R.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) TWO DECKS (STEEL) + SHELTER DECK (STEEL). 3 TIERS BEAMS IN N^o. 1 HOLD.

Official No. 145913 ; Signal Letters ☒ State if Machinery is fitted aft NO.

How are the surfaces preserved from oxidation? Inside PORTLAND CEMENT + PAINT. Outside PAINT.
CEMENT NOT FITTED IN C.D.B. TANKS WHERE OIL FUEL IS CARRIED.

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

Where Fitted.	OIL CAPACITY TONS.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	OIL CAPACITY TONS.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	247.	83.9	275.	Fore peak tank,	—	—	102
Double bottom, under Engines and Boilers,	—	—	—	After peak tank,	—	—	125
Double bottom, if under Engines only,	—	37.54	160.	Deep tank, aft,	—	30.9	433
Double bottom, if under Boilers only,	147.	37.54	164.	Deep tank, forward,	—	30.9	510
Double bottom, forward,	—	147.84	420.	Other tanks, if fitted, FOR ^d AFT ^d	415	30.9	—
	394.	Total capacity of double bottom	1099	(If necessary, furnish further information by sketch.)	388	30.9	—

* 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. 2276	1920. Apr. 20. 27. 29. May 4. 6. 11. 13. 18. 20. 26. 28. Jun 1. 4. 7. 10. 15. 17. 22. 24. July 1. 5. 8. 13. 16. 20. 22. 28. 30. Aug 10. 12. 16. 18.
Date 19 th Sept. 1919.	25. 27. 31. Sept 2. 6. 10. 14. 16. 23. 28. Oct 1. 5. 8. 11. 13. 18. 22. 25. 28. Nov 1. 3. 5. 9. 15. 19. 25. 30. Dec 3. 7. 10. 14. 16. 21. 30. 1921. Jan 5. 7. 11. 14.
No. 587 in builder's yard.	20. 25. 28. Feb 1. 4. 7. 9. 11. 14. 16. 21. 24. Mar 1. 4. 8. 11. 15. 18. 22. Apr 1. 5. 8. 12. 15. 19. 27. May 3. 6. 10. 13. 20. 24. 26. 30. Jun 1. 3. 8.
	14. 16. 22. 29. July 4. 6. 8. 11. 12. 16. 19. 21. 25. 28. Aug 30. Sept 2. 6. 9. 12. 20. 23. 26. 28. 30. Oct 5. 7. 10. 17. 19. 21. 24. 28. Nov 2. 4. 6.
	15. 17. 21. 23. 29. Dec 2. 6. 8. 13. 15. 20. 22. 1922. Jan 5. 10. 11. 17. 19. 24. 26. 31. Feb 2. 6. 7. 9. 10. 11. 12. Total No. of Visits 175.

Surveyor's Signature

David M. Anslan.

Lloyd's Register Foundation