

With or Without Disconnected Erections.

STEEL STEAMER.

SAT. APR. 10. 1915

Received at London Office

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

Date of completion of report 24th March, 1915.

Port of SAN FRANCISCO,

No. 2156.

Survey held at San Francisco,

Date, First Survey 5th May 1914

Last Survey 3rd March, 1915.

On the Steel Single Screw Steamer "J. A. MOFFETT",

Rig 3 - mast. Schooner.

TONNAGE under 5846.07

CLASS + 100 A 1

FEET.

Master G.E. Bridgett.

Year of appointment (1) As Master in service of owner of present vessel: 1895 (2) As Master of this vessel: 1915

Tonnage Deck... 287.6

Breadth (greatest moulded) 54.0

Do. between Tonnage Deck and 3rd and 4th Dk. 154.83

Depth at middle of length from top of keel to top of upper deck beams at side 31.5

Total under Upper Dk. 154.83

Transverse Number 85.5

Do. of Poop 44.36

Length on deck from fore part of stem to after part of stern post 420.0

Do. of Forecastle 5.46

Longitudinal Number 35910

Do. of excess of Hatchways 57.02

Depth "d," at middle of length (See Secs. 2 & 13) 20.166

Do. above Crown of Engine Room 125.97

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.3

Gross Tonnage 6521.31

" " Long Bridge Deck Beam at side to top of keel -

Less Crew Space 223.13

Destined Voyage Coastwise.

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

Less above Crown of Engine Room 2086.81

TONNAGE FOR FEES. 146.57

Less Engine Room 52.80

Register Tonnage 4012.-

" W.B. Fore Pk. 52.80

as out on Beam 4012.-

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
420.			54			Do. do. do. Second Dk. Beams	28	8	2
							21	2	No. of Tiers of Beams -

Dimensions of Ship per Register, Length 419.4 breadth 54.2 depth 31.6

Moulded depth, ft. 31 ins. 6 To Bridge Dk. Round of Upper Dk. Beam, Actual 12 ins.

FRAMING.						PILLARS.					
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAME, Angles, or C or L Bars amidships						PILLARS, In 'tween Deck, size and spacing	6x6x25	9'			
Do. in peaks after peak	6	3 1/2	.38	6	3 1/2 .38	" " Hold I	"	9'0"	same		
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	.44	3 1/2	3 1/2 .44	" Quarter 'tween Dks.,	"	"			
" " at intermdt. Bkts.						" " in Hold	"	"			
Spacing of Frames from centre to centre amidships						KEELSONS & STRINGERS.					
" " from 1/2 length to Collision bulkhead	23			23		CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate					
" " after peak	3 1/2	3 1/2	.44	3 1/2	3 1/2 .44	" Rider Plate					
REVERSED FRAME, Angles	"	"	.5	"	" .5	" Flat Plate Keel Angles					
Do. in way of Double Bottoms at Solid Floors						" Horizontal Plates on Floors					
" " at intermdt. Bkts.						" Angles or Bulb Angles					
FRAMING, depth of girder						SIDE KEELSONS, Number					
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	60	.40	.5	60	.40 .5	" Angles or Bulb Angles					
" in way of Engine and Boiler Spaces						" Plate above floors, for length					
" thickness at the ends of vessel						" Intercostal Plate, for 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					
FLOORS & BRACKETS in Cell Dble Bottoms						" Intercostal Plate for length					
" state if flanged (top & bottom)	27			27		" Attached to outside Plating with Angle					
" Spacing	60	.5		60	.5	SIDE STRINGERS, Number					
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	3 1/2	3 1/2	.44	3 1/2	3 1/2 .44	" Angle					
" Angles, Top	5	5	.56	5	5 .56	" Intercostal Plate, for length					
" Bottom	3 1/2	3 1/2	.44	3 1/2	3 1/2 .44	" Attached to outside plating with Angle					
" to Floors	2	.5		2	.5	Upper Deck Stringer Plate, br'dth & thickness	72	.68	72	.68	
SIDE GIRDERS, number on each side & thickness	3 1/2	3 1/2	.38	3 1/2	3 1/2 .38	W1212-0171 2/4	72	.76	72	.76	
" state if flanged (top and bottom)						One strake of upper deck	6x6	.625	6x6	.625	
" Angles (top and bottom) no	3	3	.44	3	3 .44	plating alongside oil		.45	.36	.45-.36	
" to Floors						hatches from Boiler room					
MARGIN PLATE, depth (exclusive of flange)		.56			.56	bulkhead to forward end					
" and thickness	4	.5		4	.5	of pump room increased					
" Angles to Outside Plating						to .64 and to .70 at	48	.44	48	.44	
" Floors						ends of Bridge.	5x5	.5	5x5	.5	
" Height of Brackets above at bilge											
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	60	.57	.56	60	.57 .56	" Deck * Steel, for full lng.	.40-.34		.40-.34		
" in Engine and Boiler space		.56			.56	" Wood Deck. Material & thickness					
" Remainder in Holds						Third Deck Stringer Plate, br'dth & thickness					
BEAMS, Upper Deck, Single Angle, Bulb						" Angles on ditto, No.					
" Angle, Plate, Tee Bulb, or Channel						" Tie Plates, outside Hatchways					
" Angles on upper edge						" Deck * Material and thickness					
" In way of Long Bridge						Fourth and Fifth Deck Stringer Plate, breadth & thickness					
" Spacing						" Angles on ditto, No.					
BEAMS, Second Deck, Single Angle, Bulb						" Tie Plates outside Hatchways					
" Angle, Plate, Tee Bulb, or Channel						" Deck. Material & thickness					
" Angles on upper edge						Poop Deck Stringer Plate, breadth & thickness	60	.3	60	.3	
" Spacing						" Angle on ditto	3 1/2 x 3 1/2	.375	3 1/2 x 3 1/2	.375	
BEAMS, Third and Fourth Deck, Single Angle, Bulb						" Tie Plates					
" Angle, Plate, Tee Bulb, or Channel						" Deck. Material and thickness steel		.3		.3	
" Angles on upper edge						Bridge Deck Stringer Plate, br'dth & thickness	60	.38	60	.38	
" Spacing						" Angle on ditto	3 1/2 x 3 1/2	.375	3 1/2 x 3 1/2	.375	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Tie Plates					
" Angles on upper edge						" Deck. Material and thickness steel		.3		.3	
" Spacing						Forecastle Deck Stringer Plate, br'dth & thickness	60	.37	60	.37	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Angle on ditto	3 1/2 x 3 1/2	.375	3 1/2 x 3 1/2	.375	
" Angles on upper edge						" Tie Plates					
" Spacing						" Deck. Material and thickness steel		.3		.3	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" Angles on upper edge											
" Spacing											

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

With or Without Disconnected Erections.

STEEL STEAMER.

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

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Port of **SAN FRANCISCO,**No. **2156.**Survey held at **San Francisco,**Date, First Survey **5th May 1914**Last Survey **3rd March, 1915.**On the **Steel Single Screw Steamer "J. A. MOFFETT",**Rig **3 - mst. Schooner.**

TONNAGE under 5846.07

CLASS **+ 100 A 1**

FEET.

Master **G.E. Bridgett.**

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

Breadth (greatest moulded) 54.0

Total under Upper Dk.

Depth, at middle of length from top of keel to top of upper deck beams at side 31.5

Do. of Poop

Transverse Number 85.5

Do. of R.Q.Dk.

Length on deck from fore part of stem to after part of stern post 420.0

Do. of Bridge House

Longitudinal Number 35910

Do. of Fore-castle

Depth "d," at middle of length (See Secs. 2 & 13) 20.166

Do. of Stairs

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.3

Do. of Access of Hatchways

Do. above Crown of Engine Room

Gross Tonnage 6521.31

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES..

Less Engine Room

Less Navigation Spaces

" W.B. Fore Pk.

Register Tonnage as cut on Beam 4012.-

Destined Voyage **Coastwise.**If Surveyed while Building, Afloat, or in Dry Dock **All.**

Year of appointment (1) As Master in service of owner of present vessel:—1895 (2) As Master of this vessel:—1915

Built at **SAN FRANCISCO,**When built **1915** Launched **Dec. 5/1914**By whom built **Union Iron Works Company,**Owners **Standard Oil Co. of California.**

Managers

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

Residence **San Francisco.**Port belonging to **San Francisco.**

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
420.			54			28			2	
						21				

Dimensions of Ship per Register, Length **419.4** breadth **54.2** depth **31.6**. Moulded depth, ft. **31** ins. **6** To Bridge Dk. Round of Upper Dk. Beam, Actual) **12** ins.

FRAMING.				PILLARS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or [or] Bars amidships				PILLARS, In 'tween Deck, size and spacing			
Do. in peaks after peak	6	3 1/2	.38	" " Hold	9	9	same
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	.44	" " Quarter 'tween Dks.,	"	"	"
" " " at intermdt. Bkts.				" " in Hold	"	"	"
Spacing of Frames from centre to centre amidships				KEELSONS & STRINGERS.			
" " " from 1/2 length to Collision bulkhead	23		23	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate			
" " " after	3 1/2	3 1/2	.44	" " Rider Plate			
REVERSED FRAME, Angles	E. R.	3 1/2	.44	" " Flat Plate Keel Angles			
Do. in way of Double Bottoms at Solid Floors	B. R.	"	.5	" " Horizontal Plates on Floors			
" " " at intermdt. Bkts.				" " Angles or Bulb Angles			
FRAMING, depth of girder				SIDE KEELSONS, Number			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	E	B	E	" " Angles or Bulb Angles			
" " in way of Engine and Boiler Spaces	60	.40	.5	" " Plate above floors, for length			
" " thickness at the ends of vessel				" " Intercostal Plate, for 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			
FLOORS & BRACKETS in Cell Dble Bottoms				" " Intercostal Plate for length			
" " state if flanged (top & bottom)	27		27	" " Attached to outside Plating with Angle			
" " Spacing	60	.5	60	SIDE STRINGERS, Number			
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	3 1/2	3 1/2	.44	" " Angle			
" " Angles, Top	5	5	.56	" " Intercostal Plate, for length			
" " Bottom	3 1/2	3 1/2	.44	" " Attached to outside plating with Angle			
" " to Floors				Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	72	.68	72 .68
SIDE GIRDERS, number on each side & thck				" " " " (br'dth & thickness in way of Bridge)	72	.76	72 .76
" " state if flanged (top and bot				" " " " (in way of Bridge)	6x6	.625	6x6 .625
" " Angles (top and bottom)				" " Angle (clear of Bridge)	45	.36	45 .36
" " to Floors				" " Tie Plate at sides of Hatchways			
MARGIN PLATE, depth (exclusive of flang and thickness)				Deck * Steel, for full lng.	.45	.36	.45 .36
" " Angles to Outside Plating				" " Thickness (clear of Bridge)			
" " Floors				" " (in way of Bridge)			
" " Height of Brackets above at b				Wood Deck. Material & thcknss	48	.44	48 .44
INNER BOTTOM PLATING, breadth at thickness of Middle Line Strak				Second Deck Stringer Plate, br'dth & thickness	5x5	.5	5x5 .5
" " in Engine and Boiler space		.56	.56	" " Angles on ditto, No. one			
" " Remainder in Holds				" " Tie Plates outside Hatchways			
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				Deck * Steel, for full lng.	.40	.34	.40 .34
" " Angles on upper edge				" " Wood Deck. Material & thickness			
" " In way of Long Bridge				Third Deck Stringer Plate, br'dth & thickness			
" " Spacing				" " Angles on ditto, No.			
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" " Tie Plates, outside Hatchways			
" " Angles on upper edge				Deck * Material and thickness			
" " Spacing				Fourth and Fifth Deck Stringer Plate, breadth & thickness			
BEAMS, 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			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				Poop Deck Stringer Plate, breadth & thickness	60	.3	60 .3
" " Angles on upper edge				" " Angle on ditto	3 1/2 x 3 1/2	.375	3 1/2 x 3 1/2 .375
" " Spacing				" " Tie Plates			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" " Deck. Material and thickness steel		.3	.3
" " Angles on upper edge				Bridge Deck Stringer Plate, br'dth & thickness	60	.38	60 .38
" " Spacing				" " Angle on ditto	3 1/2 x 3 1/2	.375	3 1/2 x 3 1/2 .375
BEAMS, Fore-castle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" " Tie Plates			
" " Angles on upper edge				" " Deck. Material and thickness steel		.3	.3
" " Spacing				Fore-castle Deck Stringer Plate, b'dth & th'kns	60	.37	60 .37
" " Angles on upper edge				" " Angle on ditto	3 1/2 x 3 1/2	.375	3 1/2 x 3 1/2 .375
" " Spacing				" " Tie Plates			
" " Angles on upper edge				" " Deck. Material and thickness steel		.3	.3
" " Spacing							

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

Form No. 1A. WEB FRAMES. FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A x D* Table 22. Speed. Main-Piece, diameter at head. at heel. BULKHEADS. STIFFENERS. COLLISION PARTITION. LONGITUDINAL. PLATING. RIVETING. STRAKES. BUTTS. SHEER. Upper Deck. Stringer Plate. Second Deck. Stringer Plate. FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. none.

EQUIPMENT No. 37093 LETTER Z ANCHORS. 5 TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The foregoing is a correct description. Builder's Signature. Correspondence. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? to plate, &c., conform well to each other? from the faying surfaces? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks (State quality of workmanship, &c.). Workmanship of this vessel is first class throughout. Vessel has been built under Special Survey, of tested materials in accordance with the approved plans which are being forwarded under separate cover at this time. All cargo, peak, double bottom tanks and cofferdam throughout the vessel were tested to Rule requirements. Vessel is furnished with all necessary equipment. Fore Hold is ventilated in satisfactory manner, but is not intended for general cargo. During the trial trip in San Francisco Bay steering gear was tested and found efficient. Windlass was tested and worked satisfactorily. Vessel is fitted with Wireless. In the opinion of the undersigned this vessel is eligible to be classed + 100 A 1, 3-15 with notation of Longitudinal Framing, Carrying Petroleum in Bulk, Fitted for Oil Fuel 3-15, F. P. above 150°F., Electric Light, and record of 3-15. A & C P. This vessel is a duplicate of the steamer "RICHMOND", No. 459 in the Register Book. The Surveyor should state the Number of Report and Name of any Sister Vessel. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. FRI. APR. 16. 1915. 100 A1. Carrying Petroleum in bulk. A & C P. + L.M.C. 3-15. Fitted for Oil Fuel 3-15. 2. Pabou 1805. Union Iron Works Company, San Francisco. Certificate to be sent to. Date of issue. Received by me. 21/6/15. Surveyor to Lloyd's Register of British and Foreign Shipping. Lloyd's Register Foundation.

S/S "J. A. MOFFETT".
PARTICULARS OF LONGITUDINAL FRAMING.

W1212-0171 ³/₃

Rpt. 4.

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. Spang.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.		Rivets in Brackets to Bulkheads. Number. Diameter. Inches.	
				Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.				
Framing of K, L or Z																					
Frames in Bridge 'tween Decks...				6	3	.32				6	3	.32									
Frames from Uppermost Continuous Deck No. 1				7	3 1/2	.44	7	3 1/2	.44	7	3 1/2	.44	7	3 1/2	.44	7/8	5 1/2	5 1/2 throughout	7	7/8	
" 2				"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 3				8	3 1/2	.4	8	3 1/2	.4	8	3 1/2	.4	8	3 1/2	.4	"	3 15/16	for 9 spcs	10	"	
" 4				8	"	.5	8	3 1/2	.4	"	"	.5	"	"	"	"	"	"	10	"	
" 5				8	"	"	8	"	"	"	"	"	"	"	"	"	"	"	10	"	
" 6				9	4	"	9	"	.44	9	4	"	9	"	.44	"	"	"	11	"	
" 7				10	4	"	"	"	"	10	"	"	"	"	"	"	"	"	11	"	
" 8				10	4	"	4	.5	"	"	"	4	.5	"	"	3 1/16	for 9 spcs.	11	"		
" 9				10	4	"	"	"	"	"	"	"	"	"	"	"	"	"	11	"	
" 10				10	3 1/2	.6	10	"	"	3 1/2	.62	10	"	"	"	"	"	"	12	"	
" 11				13	4	.375	3 1/2	.6	13	4	.38	10	3 1/2	.6	"	"	"	"	14	"	
" 12				15	3.4	.4	15	3.4	.375	15	3.4	.4	15	3.4	.375	"	"	"	14	"	
" 13				15	"	"	"	"	"	"	"	"	"	"	"	"	"	"	12	"	
" 14				"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	12	"	
" 15				"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	12	"	
" 16				"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	12	"	
Spacing of Longitudinal Frames				Amidships 30"			At Ends 21-30.														
Double Bottoms L, L or C				Tank Top Longitudinals Bottom																	
Spacing of Longitudinals				Amidships			At Ends...														
Transverses.																Rivets in Lugs to Shell Diam. Spang.					
In Bridge 'tween Decks				14		.38				14		.38				7/8	3 15/16	Single.			
Face Angles				4	3 1/2	.44				4	3 1/2	.44									
Lugs to Shell*				3 1/2	3 1/2	.375				3 1/2	3 1/2	.375									
In Awning, Shelter or Upper 'tween Decks.				18	.4		18	.4		18	1 1/2	.4	18	.4							
Face Angles				4	3 1/2	.44	4	3 1/2	.44	4	3 1/2	.44	4	3 1/2	.44						
Lugs to Shell*				3 1/2	3 1/2	.44	3 1/2	3 1/2	.44	3 1/2	3 1/2	.44	3 1/2	3 1/2	.44	"	"	"			
Depth and Thickness				31	.5					31	.20										
Face Angles				9	3 1/2	.44	9	3 1/2	.44	9	3 1/2	.21.8	9	3 1/2	.44						
Lugs to Shell*				3 1/2	3 1/2	.44	3 1/2	3 1/2	.44	3 1/2	3 1/2	.44	3 1/2	3 1/2	.44	"	"	Double.			
Brackets				.47	to .40		.47	to .40		.47	to .40		.47	to .40							
Spacing of Transverse Frames				9'-2"			9'-2"			9'-2"			9'-2"								
* State if jogged or liners.				.yes																	
Longitudinal Beams of L, L or C				6	3	.32				6	3	.32				Spacing. 30		12x.387x3x.34	same B.A.		
Bridge Deck																					
Awg. or Shltr. Dk.																					
Upper				7	3	.34	7	3	.34	7	3	.34	7	3	.34	30		12x.4 4x3 1/2	same		
Second				"	"	"	"	"	"	"	"	"	"	"	30		20x.4 8x3 1/2	same			
Third																					

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, 8, 12.—T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop **100** ft., R.Q.D. ft., Bridge **35** ft., Forecastle **44** 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 it should appear in the Register Book) **2-decks, steel.**

Official No. **212994**; Signal Letters **LFGW** State if Machinery is fitted aft **yes**

How are the surfaces preserved from oxidation? Inside **paint in parts.** Outside **paint.**

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	20'	184
Double bottom, under Engines and Boilers,	78'	262.5	After peak tank,	15'	60
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	45'	834
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. **3**

Date **19th Feb. 1914.**

No. **115** in builder's yard.

DATES OF SURVEYS held while building

May 5, 13, 22, 29; June 4, 10; July 8, 17, 22, 30; Aug. 17, 19, 21; Sept. 17, 24, 28; Oct. 3, 6, 9, 16, 30; Nov. 6, 9, 11, 24; Dec. 3, 5, 14; Jan. 6, 9, 13, 16, 19, 20, 22, 23, 27, 28, 29; Feb. 1, 2, 3, 4; Mar. 3.

Total No. of Visits **44**

Surveyor's Signature

W. J. A. Moffett & J. B. L. Register Foundation