RETAIN

With ~~or Without~~ Disconnected Erections.

STEEL STEAMER.

MON. MAR 25. 1912

Received at London Office

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

Date of completion of report

Survey held at Port of NEWCASTLE ON TYNE No. 61988

On the S.S. Bifma Date, First Survey 20th Mar. 1911 Last Survey 9th March 1912

Rig Schooner

TONNAGE under Tonnage Deck	4443.85
Do. between Tonnage Dk. and 3rd and 4th Dk.	
Total under Upper Dk.	
Do. of Poop	107.61
Do. of R.Q.Dk.	
Do. of Bridge House	9.94
Do. of Forecastle	61.51
Do. of Houses on Dk.	107.24
Do. of excess of Hatchways	39.9
Do. above Crown of Engine Room	126.02
Gross Tonnage	4896.07
Do. of Crew Space	178.39
Do. above Crown of Engine Room	126.02
NET TONNAGE FOR FEES	4591.66
Do. of Engine Room	1566.74
Do. of Navigation Spaces	105.61
Do. of Crew Space	
Register Tonnage *Deduct on Beam*	3045.33

CLASS 100 A 1.

	FEET.
Breadth *(greatest moulded)*	50.33
Depth, *at middle of length from top of keel to top of upper deck beams at side*	30.42
Transverse Number	80.75
Length *on deck from fore part of stem to after part of stern post*	390
Longitudinal Number	31492
Depth "d," *at middle of length (See Secs. 2 & 13)*	18.91
Proportions—*Depths to Length*—*Upper Deck Beam at side to top of keel*	12.82
" " *Long Bridge Deck Beam at side to top of keel*	10.28

Master Van Der Lem

Year of appointment (1) As Master in service of owner of present vessel:—191 (2) As Master of this vessel 191

Built at Newcastle "Wallsend"

When built 1912 Launched 20th Jan 1912

By whom built Swan Hunter & Wigham Richardson Ld

Owners Rotterdamsche Lloyd

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

Residence Rotterdam

Port belonging to Rotterdam

Destined Voyage Rotterdam If Surveyed while Building, Afloat, or in Dry Dock Yes

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
LENGTH on Deck as per Rule	390	0	**BREADTH**—Moulded	50	4	**DEPTH, ACTUAL**—Top of Floors to top of Upper Dk. Beams	27	11½	No. of Decks with flat laid 2
						Do. do. do. do. Second Dk. Beams	19	11½	No. of Tiers of Beams 2

Dimensions of Ship per Register, Length 390.0 breadth 50.5 depth 27.9

Moulded depth, ft. 37 ins. 11 To Bridge Dk. Moulded depth, ft. 30 ins. 5 To Upper Dk. Round of Upper Dk. Beam, Actual 12½ ins.

FRAMING.	Inches in Ship.	Inches in Ship	Inches in Ship.	Inches per Rule Or as	Inches per Rule as Approved	Inches per Rule Approved.
FRAME, ~~Angles, or E or~~ [Bars amidships	6½	3½	·48	6½	3½	·48
Do. in peaks	7	3½	·42	7	3½	·42
Do. in way of Double Bottoms at Solid Floors	3½	3½	·40	3½	3½	·40
" " at intermdt. Bkts.						
Spacing of Frames from centre to centre amidships	25½			25½		
" " " " from ⅜ length to Collision bulkhead	25½			25½		
" " " " in peaks	24			24		
REVERSED FRAME, Angles	6	3½	·44	6	3½	·44
Do. in way of Double Bottoms at Solid Floors	Flanged			3½	3½	·40
" " at intermdt. Bkts.						
FRAMING, depth of girder	8½			8½		
FLOORS, depth and thickness of Floor Plate at mid-line for ⅜ length amidships						
" in way of Engine and Boiler Spaces						
" thickness at the ends of vessel						
" depth at ¾ the half breadth, as per Rule						
" height extended at the Bilges						
FLOORS & BRACKETS in **Cell Dble Bottoms**			·40			·40
" " state if flanged (top & bottom)	Top only					
" " Spacing	25½			25½		
CENTRE GIRDER, in Dbl. bottom, dpth. & thicknss.	42		·50	42		·50
" " Angles, Top	3½	3½	·50	3½	3½	·50
" " " Bottom	4½	4½	·60	4½	4½	·60
" " " to Floors	5	5	·56	5	5	·56
SIDE GIRDERS, number on each side & thickness	2	·42	·38	2	·42	·38
" " state if flanged (top and bottom)	No					
" " Angles (top and bottom)	3½	3½	·40	3½	3½	·40
" " " to Floors	3	3	·40	3	3	·40
MARGIN PLATE, depth (exclusive of flange) and thickness	33		·46	33		·46
" " Angles to Outside Plating	3½	3½	·46	3½	3½	·46
" " " Floors	5	3½	·40	5	3½	·40
" " Height of Brackets above at bilge	24			24		
INNER BOTTOM PLATING, breadth and thickness of **Middle Line Strake**	47		·50	42		·50
" " " in Engine and Boiler space	E·48	B·56		·48	·56	
" " " Remainder in Holds			·40			·40
BEAMS, Upper Deck, ~~Single Angle,~~ Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	7	3	·42	7	3	·42
" Angles on upper edge						
" In way of Long Bridge	7	3	·42	7	3	·42
" Spacing	25½			25½		
BEAMS, Second Deck, ~~Single Angle, Bulb Angle, Plate, Tee Bulb,~~ Channel	10	3½	·48	10	3½	·48
" Angles on upper edge						
" Spacing	51			51		
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~~	6	3	·40	6	3	·40
" Angles on upper edge						
" Spacing	25½			25½		
BEAMS, Bridge Deck, ~~Angle,~~ Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	7	3	·42	7	3	·42
" Angles on upper edge						
" Spacing	25½			25½		
BEAMS, Forecastle Deck, ~~Angle,~~ Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	8½	3½	·48	8½	3½	·48
" Angles on upper edge						
" Spacing	51			51		

PILLARS.	Inches. Size in Ship.	Inches. Spacing in Ship.	Inches per Rule. Or as	Inches per Rule. Approved.
PILLARS, In 'tween Deck, size and spacing				
" " **Hold** " "				
" **Quarter 'tween Dks.,** " "	Tubular pillars wide			
" " **in Hold** " "	spaced as approved plan.			

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship	Inches in Ship.	Inches per Rule Or as	Inches per Rule as Approved	Inches per Rule Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate						
" Rider Plate						
" Flat Plate Keel Angles						
" Horizontal Plates on Floors						
" Angles or Bulb Angles						
SIDE KEELSONS, Number						
" Angles or Bulb Angles						
" Plate above floors, for ____ length						
" Intercostal Plate, for ____ length						
" Attached to outside Plating with Angle						
BILGE KEELSON, Angles						
" Intercostal Plate for ____ length						
" Attached to outside Plating with Angle						
SIDE STRINGERS, Number 2						
" " Angle	6½	3½	·60	6½	3½	·60
" Intercostal Plate, for full length			·42			·42
" Attached to outside plating with Angle	Flanged.					
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	60		·60	58		·60
" " " " br'dth & thickness (in way of Bridge)	60		·48	58		·48
" " " Angle (clear of Bridge)	5×5		·66	5×5		·66
" " Tie Plate at sides of Hatchways						
" Deck.* ~~Iron or~~ Steel, for full lng.			·42			·42
" " Thickness (clear of Bridge)						
" " " (in way of Bridge)			·36			·36
" Wood Deck. Material & thcknss						
Second Deck Stringer Plate, br'dth & thickness	67		·40	67		·40
" Angles on ditto, No. 2	3½×3½		·46	3½×3½		·46
" Tie Plates outside Hatchways						
" Deck.* ~~Iron or~~ Steel, for full lng.			·40			·40
" Wood Deck. Material & thickness						
Third Deck Stringer Plate, br'dth & thickness						
" Angles on ditto, No.						
" Tie Plates, outside Hatchways						
" Deck.* Material and thickness						
Fourth and Fifth Deck Stringer Plate, breadth & thickness						
" " " Angles on ditto, No.						
" " " Tie Plates outside Hatchways						
" " Deck. Material & thickness						
Poop Deck Stringer Plate, breadth & thickness	36		·34	34		·34
" Angle on ditto	3×3		·40	3×3		·40
" Tie Plates						
" Deck. Material and thickness Steel			·30			·30
Bridge Deck Stringer Plate, br'dth & thickness	54		·54	54		·54
" Angle on ditto	5×5		·58	5×5		·58
" Tie Plates						
" Deck. Material and thickness Steel			·38			·38
Forecastle Deck Stringer Plate, b'dth & th'kns	34		·34	34		·34
" Angle on ditto	3×3		·40	3×3		·40
" Tie Plates						
" Deck. Material and thickness P.P.3 ply Steel			·26			·26

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

Form No. 1A.—1m.1.10.T.

W1225-0169

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WEB FRAMES.

	Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing				
" " " brdth. & thickness				
" No. of Side Stringers " "				
WEB-FRAMES, In E. & B. Space, No. & spacing	One as approved			
" " " brdth. & thickness	48	·45	36	·50
WEB-FRAMES, In After Body, No. and spacing				
" " " brdth. & thickness				
" No. of Side Stringers " "				
" Size of Face Angles to Web-Frames	7×3½	·62	7×3½	·62
BRACKET PLATES to Stringers between Web Frames, depth and thickness				

FORGINGS or CASTINGS.

	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar, depth and thickness		
STEM, moulding and thickness	11×2½	11×2½
STERN-POST for Rudder do. do.	10⅜×7¼	9×7½
" for Propeller	10½×7½	10×7½
RUDDER—A×D* Table 22. Speed 10½12	383	
" Main-Piece, diameter at head	9	9
" " " at heel	6¾	6¾

RUDDER, how constructed Single plate round stock arms shrunk on

" Thickness of ~~Plates or~~ Single Plate 1·04

Can the Rudder be unshipped afloat? Yes

BULKHEADS.

	Number. Vessel.	Number. Per Rule.	Thickness.	Stiffeners Horizontal Size.	Stiffeners Horizontal Spacing	Stiffeners Vertical Size.	Stiffeners Vertical Spacing	Single or Double Frames.	Height up.
			Inches.	Inches.	Inches.	Inches.	Inches.		
W.T. BULKHEADS	6	6	·36 No 1			[10×3½×·54	24	Sgl.	U Dk
	Pk to Dk		·6 No 2			[10×3½×·50	30	"	"
			·26 No 3 & 4			[9½×3½×·52	30	"	"
			No 5			[11×3½×·60	30	"	"
		Deeptank Bhd	·40			[11×3½×·66	24	"	M Dk
COLLISION "				[9×3½×·5	·50	9½×3½×·52	24	"	U Dk
PARTITION "				with large brackets & web plates.					
LONGITUDINAL "	In Deeptank					[8×3×·50	25½	"	M Dk

Are the outside Plates doubled two spaces of Frames in length? Approved brackets

Are the ~~Sluice Valves~~ and Watertight Doors in efficient working order? 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.? Open hearth. Consett Iron Co Spencer & Sons South Durham S & I Co Palmers S B & I Co Dorman Long & Co Bolckow Vaughan & Co

Has the Steel been tested as required by the Rules? Yes

PLATING. / RIVETING.

EDGES, Ordinary or joggled? Ord^y.

STRAKES.	As in Ship Amidship Breadth.	As in Ship Amidship Thickness.	Forward Thickness.	Aft Thickness.	Per Rule Amidship Breadth.	Per Rule Amidship Thickness.	Edges Single or Double.	Edges Breadth of Lap.	Edges Rivets Diam.	Edges Rivets Spacing cr. to cr.	Butts Double or Treble and for what Length.	Butts Rivets Diam.	Butts Rivets Spacing cr. to cr.	Straps Breadth.	Straps Thickness.	If Lapped Breadth.	If Lapped For what Length.
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Feet.
Flat Plate Keel (If Bar Keel, state Riveting.)	44	·98	·70	·70	44	·98	Dbl	6	1	3⅜	Quad ⅗L	1⅛	4½			16	Full
Garboard or A Strake		·58	·46	·62		·62	"	5¼	⅞	3³⁄₁₆	" ½L	⅞	3½			12	"
B "		·58	·46	·72		·62	"	"	"	"	"	"	"			"	"
C "		·58	·50	·72		·62	"	"	"	"	"	"	"			"	"
D "		·62	·54	·62		·62	"	"	"	"	"	"	"			"	"
E "		·62	·46	·62		·62	"	"	"	"	"	"	"			"	"
F "		·62	·44	·62		·62	"	"	"	"	TH full	"	3⅛			9	"
G "		·62	·44	·62		·62	"	"	"	"	"	"	"			"	"
H "		·62	·44	·44		·62	"	"	"	"	"	"	"			"	"
J "	68	·62	·44	·44	67½	·68·62	"	"	"	"	"	"	"			"	"
Sheerstrake K "	58	·62	·44	·44	54	·84·62	"	"	"	"	"	"	"			"	"
L "	89	·65									Quad	"	3½			12	"
M "																	
N "																	
O "																	
P "																	
Q "																	
R "																	
S "																	
T "																	
U "																	
V "																	
W "																	
Th'kness of Sh'rstrke clear of Long Bridge		·84	·44	·44		·84 & ·44	Dbl.	6	1	3⅝	Tbl.	1	4	21½	·00 ·32		½L
Do. of Strake below		·68	·44	·44		·68 & ·44	"				Quad.	1	4			14	½L
Dblg. of Flat Plate Keel																	
" Sheerstrakes Length and thickness.	At ends of bridge																
Poop Sides				·38		·38	Sgl.	2½	¾	3	Dbl.	¾	2⅝			5	Full
Short Bridge Sides																	
Forecastle Sides			·40			·40	Sgl.	3	⅞	3³⁄₁₆	Dbl.	¾	2⅝			5	Full

*Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck Stringer Plate { Butts, quad riveted for Clear of bridge ½ length amidship. Straps, ~~single, double or~~ overlapped for full length ~~amidship~~.

Second Deck Stringer Plate { Butts, th riveted for ½ length amidship. Straps, ~~single or~~ overlapped for full length ~~amidship~~.

Butts of Side Stringers Tbl riveted.

" Tie Plates riveted.

Inner Bottom Plating, riveting of Edges Dbl & Sgl. Butts Tbl Dbl & Sgl

Centre Girder Butts, Tbl riveted Keelson Butts, riveted.

Frames, riveted through Plates with 1⅞ in. Rivets, about 7 & 6½ apart.

Rivets, state whether Iron or Steel Iron.

FRAMES extend in one length from Margin plate to Weather Decks State if ordinary or joggled Joggled

REVERSED FRAMES on floors and frames extend from Centre girder to margin plate and from margin plate to second deck. State if ordinary or joggled Ordinary

MASTS, SPARS, &c.

	Material.	Total Length.	At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles Number.	Angles Size.	Riveting Seams.	Riveting Butts.
Lower Masts Fore	Steel	54·0	21×¹⁰⁄₂₀	26×¹⁰⁄₂₀	16×⁶⁄₂₀		2			Sgl	TH & Dbl
Lower Masts Main		61·0	21×¹⁰⁄₂₀	21×¹⁰⁄₂₀	16×⁶⁄₂₀		2			Sgl.	TH & Dbl
Lower Masts Mizen											

Bowsprit

Topmasts, ~~Yards and Remainder of Spars~~ P. Pine Telescopic.

Rigging, Material and Size, Shrouds 3¼ & 2¾ G. S. Wire. Stays 3½ - 3 - 2¾ - 2¼ Gal. S. Wire

Sails. One Suit of fore and aft Sails, and the following spare sails —

Form No. 1A

EQUIPMENT No. 32672 LETTER Y. ANCHORS. TONNAGE U. DK. OR PLATING No. FOR TRAWLERS

Number of Certificate.	Anchors.	Weight, Ex. Stock Cwts.	qrs.	lbs.	Weight of Stock Cwts.	qrs.	lbs.	Test, per Certificate Tons.	cwts.	qrs.	lbs.	Weight Required by Table 31 Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
14481	1st Bower	57	0	0	Stockless			46	12	2	0	57	0	0	Byers Stockless	not stated	LPHS. 26/6/11 L Hafner
14418	2nd "	56	3	14				46	10	3	21	57	0	0	"	"	" 1/6/11 "
14482	3rd "	56	3	0				46	9	1	14	56	2	0	"	"	" 26/6/11 "
	4th "																
	Collective weight	170	2	14								170	2	0		Hammer Drop & Bend tests	
37625	Stream	16	1	0	4	2	14	17	11	3	14	16	1	0	Rodgers	Earl of Dudley	LPHT. 30/5/11 C E Perrins
37624	Kedge	7	0	14	1	3	14	9	7	0	21	7	0	0	"	Round Oak Works	30/5/11 "

If Patent, state Name of Patentee. If Stockless, state Mechanical Tests.

CHAIN CABLES.

Number of Certificate.	Length supplied (Fathoms)	Diam. (Ins.)	Test Statutory (Tons)	Test Breaking (Tons)	Weight Supplied (Cwts. qrs. lbs.)	Weight Per Rule (Cwts. qrs. lbs)	Per Table 31 Length (Fathoms)	Per Table 31 Diam. (Ins.)	Description.	Makers of Cables.	Where and when tested, and Superintendent.
38788	270	2³⁄₁₆	86⅝	120⅝	651·2·11	645·3·0	270	2³⁄₁₆	Stud	Earl of Dudley Round Oak Works	LPHT. 30/5/11 C E Perrins
~~Iron~~ Stream ~~Chain or~~ Steel Wire	90	Cir. 4¾	47				90	Cir. 4¾			

HAWSERS AND WARPS.

Material.	Length supplied (Fathoms)	Cir. (Ins.)	Breaking Test of Steel Wire Towline (Tons)	Per Table 31 Length (Fathoms)	Cir. (Ins.)
Towline	120	4¾	47	120	4¾
Hawsers & Warps	90	3½	26	90	2¾ 2 of
" "	4 in No			90	2½ 2 of
" "	120	7	Man.	4 in No	

Boats 2 Life cutters & 2 gigs Steering Gear, Steam Good Steering Gear, Hand Good

Pumps, Number 1 - 5" Downton 1 - 4" Lift Diameter of Barrel State whether they are in efficient working order Yes

Windlass is Iron patent Capstan

Engine Room Skylights.—How constructed? Steel plates & angles What arrangements for deadlights in bad weather? Steel shutters & lights

Coal Bunker Openings.—How constructed? Steel coamings How are lids secured? Battened Height above deck? 9"

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 Scuppers & 4 Freeing ports aft & 4 forward 20"×37"

Ceiling in Holds, thickness and material 2½ WP over limbers & under patches as specified Cargo Battens, thickness and material 6×1¾ W.P.

Cargo Hatchways.—How formed? Steel plates & angles Hatches, If strong and efficient? Yes

State size No. 1 Hatch (Forward) 25·6×18·0 No. 2 Hatch 29·9×18·0 No. 3 Hatch 14·10½×16·0 No. 6 Hatch 12·9×10·0

Number of Web Plates, Shifting Beams ~~and Fore and Afters~~ to each Hatch 2 in No 3 & 6 - 4 in Nos 1 & 5 - 5 in No 2 & 4 No fore & afters

No. of Breasthooks 8 No. of Crutches 3 & Deep floors

Bulwarks, height above deck and description 46" Steel plates Main Rail, material and size 5½×3×·34 [

The foregoing is a correct description.

Builder's Signature (here only) SWAN, HUNTER, & WIGHAM RICHARDSON, LTD. Surveyor's Signature James S Butler. E. J. Milton Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) A Claughton

M. 28·2·10 18·3·10 6·4·10 11·1·11 16·1·11 6·6·11 25·4·11

Workmanship. Are the butts of plating planed or otherwise fitted? Lapped and planed.

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 faying 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? 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.)

This vessel has been built in accordance with the approved plans, the Rules and the Secretarys Letters quoted above.

The workmanship and materials are good throughout.

On completion the vessel was placed in dry dock, her bottom cleaned examined and recoated.

The approved plans of Midship Section Profile, Amended shell plating, Wide spaced pillars and girders Midship Section as built, Side stringers, Pumping plan and 3 plans re construction of deep tank.

S.S. Harmattan Yard No 835. Nwc report 59555 is a sister vessel.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

No 3 10·7½×15·0 ?

The amount of Entry Fee	£ 5 : 0 : 0
Special Survey Fee	£ 139 : 16 : 0
Travelling Expenses, if any	£ : :

Fees applied for, MAR 20 1912 Received by me, MAR 23 1912

Certificate to be sent to NEWCASTLE ON TYNE Date of issue 20.4.12.

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed ✠ 100 A 1 Steel

With, or without Freeboard, as condition of Class Without

James S Butler. E. J. Milton Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. APR. 2 - 1912

Character assigned 100 A1

Lloyds AD&C + LMC 3.12 F.D.

The Surveyors are requested not to write on or below the Committee's Minute.

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GENERAL REMARKS—*(continued)*.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 39·3 ft., R.Q.D. 110·6 ft., Bridge 110·6 ft., Forecastle 42·2 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 it should appear in the Register Book*) 2 Dks (Stl)

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

How are the surfaces preserved from oxidation? Inside Portland Cement & Paint Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity Tons.
Double bottom, aft,	133·10½	380	Fore peak tank,	19·6	110
Double bottom, under Engines and Boilers,	40·4½	150	After peak tank,	11·8	39 F.W.
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	29·9	820
Double bottom, forward,	170	520	Other tanks, if fitted,		
	Total capacity of double bottom	1050	(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. 4257

Date 1·4·1911

No. 885 in builder's yard.

Dates of Surveys held while building: 1911 Mar. 20·21. Apl. 10·12·20·21·26 May. 2·4·5·11·23·26·31. Jun. 2·3·18·31. Aug. 8·11·18·21·25·29 Sep. 5·13·15·26. Oct. 10·12·17·20·24. Nov. 1·7·10·14·24·29. Dec. 6·12·18·20·22·27·28 1912 Jan. 3·5·9·18·20. Feb. 8·9·12·13·16·19·20·24·26·27. Mar. 1·5·7·8·9.

Total No. of Visits 68

Surveyor's Signature E. J. Milton James S. Butler

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