

SHADE
Awning or Shelter Deck,
or Pl. Awning Deck

STEEL STEAMER.

No. 8723

Port of *Belfast*

Date of completion of Report *6th April 1922*

Received at London Office

FRI APR 6 1922

Survey held at *Belfast*

Date, First Survey *9th December 1919*

Last Survey *30th March 1922*

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

"BARRABOOL"

Rig *free & aft schooner*

TONNAGE under Tonnage Deck... *7912.46*

CLASS *100 A. "SHADE DECK"*

FEET.

Master *R. Bidwell*

Year of Appointment

(1) As Master in service of owner of present vessel... (2) As Master of this vessel... 191

Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. *2172.02*

Breadth (greatest moulded) *64.00*

Total under Upper Dk. *10084.48*

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *41.00*

Do. of Poop

Deduct height of 'tween deck when this does not exceed 8ft.

Do. of R. Qr. Dk.

Transverse Number *105.00*

Do. of Bridge House *1606.51*

Length on deck from fore part of stem to after part of sternpost *520*

Do. of Forecastle *138.66*

Longitudinal Number *54600*

Do. of Houses on Deck *128.22*

Depth "d" at middle of length. See Secs. 2 & 13 *19.83*

Do. of excess of Hatchways *66.54*

Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *10.6*

Do. above Crown of Engine Room *98.52*

" " " Upper Deck at side to top of keel *12.68*

Gross Tonnage *1348.42*

Destined Voyage *London via Glasgow*

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

Less Crew Space *93.68*

Less above Crown of Engine Room

TONNAGE FOR FEES... *4207.49*

Less Engine Room *161.76*

Less Navigation Spaces

Register Tonnage as cut on Beam... *7985.49*

LENGTH on	Ft.	Ins.	BREADTH	Ft.	Ins.	DEPTH, ACTUAL	Top of Floors to top of Awning or Shelter Dk. Beams	Ft.	Ins.	No. of Decks with flat laid	Shade
per Rule	<i>520</i>	<i>0</i>	Moulded	<i>64</i>	<i>0</i>	Do.	do.	<i>43</i>	<i>10</i>	<i>37</i>	<i>10</i>

Dimensions of Ship per Register,

Length *519.9* breadth *64.4* depth *37.8*

Upper Deck. Moulded depth, ft. *49* ins. *0* To Awning or Shelter Dk.

Round up of Uppermost Dk. Beam, Actual *12* ins.

FRAMING.	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
E, Angles, or C Bars, amidships	<i>11</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>	<i>11</i>	<i>3 1/2</i>
in peaks	<i>7</i>	<i>3 1/2</i>	<i>4 1/4</i>	<i>7</i>	<i>3 1/2</i>	<i>4 1/4</i>
in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>
" " at intermdt. Bkts.						
of Frames from centre to centre amidships	<i>30</i>	<i>✓</i>		<i>30</i>		
length to collision bulkhead	<i>27</i>	<i>✓</i>		<i>27</i>		
of Frames from centre to centre in peaks	<i>24</i>	<i>✓</i>		<i>24</i>		
USED FRAME, Angles, or channels	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>
inside of Lower Deck Beams	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>
in way of Double bottoms at Solid Floors	<i>4 1/2</i>	<i>3 1/2</i>	<i>4 1/4</i>	<i>4 1/2</i>	<i>3 1/2</i>	<i>4 1/4</i>
" " at intermdt. Bkts.						
ING, depth of girder	<i>11</i>	<i>✓</i>		<i>11</i>		
IS, depth and thickness of Floor Plate	<i>8</i>	<i>✓</i>		<i>8</i>		
at mid-line for 1/2 length amidships						
in way of Engine and Boiler spaces						
thickness at the ends of vessel	<i>42</i>	<i>✓</i>		<i>42</i>		
depth at 1/2 the half-bdth. as per Rule						
height extended at the Bilges						
S, in Cell Double Bottoms	<i>48</i>	<i>40</i>	<i>42</i>	<i>48</i>	<i>40</i>	<i>42</i>
state if flanged (top and bottom)	<i>no</i>			<i>no</i>		
spacing of Solid	<i>30</i>	<i>✓</i>		<i>30</i>		
E GIRDER, in Dbl. bottom, dpth. & thcknss	<i>50</i>	<i>64</i>	<i>50</i>	<i>50</i>	<i>64</i>	<i>50</i>
" Angles, Top	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>
" " Bottom	<i>5</i>	<i>5</i>	<i>6 1/2</i>	<i>5</i>	<i>5</i>	<i>6 1/2</i>
" " to Floors	<i>6</i>	<i>6</i>	<i>6 1/2</i>	<i>6</i>	<i>6</i>	<i>6 1/2</i>
Brackets at intermdt. frmg., width & thcknss						
RDERS, number and thickness	<i>Three</i>	<i>40</i>	<i>40</i>	<i>40</i>	<i>40</i>	<i>40</i>
" state if flanged (top & bottom)	<i>no</i>			<i>no</i>		
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>
PLATE, (exclusive of flange) and thickness	<i>56</i>	<i>✓</i>		<i>56</i>		
Angles to outside plating	<i>4</i>	<i>4</i>	<i>5 1/2</i>	<i>4</i>	<i>4</i>	<i>5 1/2</i>
" to Floor Tank top Single	<i>6</i>	<i>6</i>	<i>5 1/2</i>	<i>6</i>	<i>6</i>	<i>5 1/2</i>
Brackets at intermdt. frmg., width & thcknss						
Height of Brackets above at bilge	<i>48</i>	<i>✓</i>		<i>48</i>		
BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>50</i>	<i>58</i>	<i>40</i>	<i>50</i>	<i>58</i>	<i>40</i>
" thickness in Engine and Boiler space	<i>90</i>	<i>58</i>	<i>62</i>	<i>90</i>	<i>58</i>	<i>62</i>
" SHADE Remainder in Holds	<i>48</i>	<i>40</i>	<i>42</i>	<i>48</i>	<i>40</i>	<i>42</i>
Awning or Shelter Dk. Single Angle, Plate, Tee Bulb or Channel	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>
ng	<i>30</i>	<i>✓</i>		<i>30</i>		
pper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>
ng	<i>30</i>	<i>✓</i>		<i>30</i>		
Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>
ng	<i>30</i>	<i>✓</i>		<i>30</i>		
THIRD DECK, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>
ng	<i>30</i>	<i>✓</i>		<i>30</i>		
Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>
ng	<i>30</i>	<i>✓</i>		<i>30</i>		
Forecastle Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>
ng	<i>30</i>	<i>✓</i>		<i>30</i>		
Spacing	<i>27</i>	<i>4</i>	<i>24</i>	<i>27</i>	<i>4</i>	<i>24</i>

PILLARS.	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
PILLARS, in 'tween Deck, size and spacing	<i>Hold</i>			<i>Hold</i>		
" " Quarter, 'tween Dks.,						
" " in Hold						
KEELSONS AND STRINGERS.						
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
" Rider Plate						
" Flat Keel Plate Angles						
" Horizontal Plates on Floor						
" Angles or Bulb Angles						
SIDE KEELSONS, Number						
" Angles or Bulb Angles						
" Plate above floors, for length						
" Intercoastal Plate, for length						
" Attached to outside plating with Angle						
BILGE KEELSON, Angles						
" Intercoastal Plate, for length						
" Attached to outside plating with Angle						
SIDE STRINGERS, Number	<i>7</i>	<i>4</i>	<i>56</i>	<i>7</i>	<i>4</i>	<i>56</i>
" Angle						
" Intercoastal Plate, for length	<i>4</i>	<i>3 1/2</i>	<i>46</i>	<i>4</i>	<i>3 1/2</i>	<i>46</i>
" Attached to outside plating with Angle	<i>6</i>	<i>6</i>	<i>46</i>	<i>6</i>	<i>6</i>	<i>46</i>
SHADE Awning or Shelter Deck Stringer Plates, breadth and thickness	<i>75</i>	<i>76</i>	<i>75</i>	<i>75</i>	<i>76</i>	<i>75</i>
" Angle on ditto	<i>5</i>	<i>5</i>	<i>72</i>	<i>5</i>	<i>5</i>	<i>72</i>
" Tie Plates, fore and aft, outside Hatchways						
" Deck, * Iron or Steel, for full lng.	<i>50</i>	<i>40</i>	<i>38</i>	<i>50</i>	<i>40</i>	<i>38</i>
" Wood Deck. Material & thickness 3" P.P. in houses 2 1/2" P.P. where exposed						
Upper Deck Stringer Plate, breadth and thickness	<i>72</i>	<i>50</i>	<i>72</i>	<i>50</i>	<i>72</i>	<i>50</i>
" Angles on ditto, No. 2	<i>4</i>	<i>4</i>	<i>52</i>	<i>4</i>	<i>4</i>	<i>52</i>
" Tie Plates, outside Hatchways	<i>3</i>	<i>3</i>	<i>52</i>	<i>3</i>	<i>3</i>	<i>52</i>
" Deck, * Iron or Steel, for full lng.	<i>44</i>	<i>40</i>	<i>34</i>	<i>44</i>	<i>40</i>	<i>34</i>
" Wood Deck. Material & thickness 3" P.P. where exposed, 2 1/2" P.P. where unsheathed						
Second Deck Stringer Plates, br'dth & thckn's	<i>66</i>	<i>44</i>	<i>66</i>	<i>44</i>	<i>66</i>	<i>44</i>
" Angles on ditto, No. 2	<i>4</i>	<i>4</i>	<i>52</i>	<i>4</i>	<i>4</i>	<i>52</i>
" Tie Plates, outside Hatchways	<i>3</i>	<i>3</i>	<i>52</i>	<i>3</i>	<i>3</i>	<i>52</i>
" Deck, * Material and thickness 3/8 to 3/4 sheathed with 2 1/2" P.P. in cargo spaces						
Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness	<i>53</i>	<i>46</i>	<i>53</i>	<i>46</i>	<i>53</i>	<i>46</i>
" Angles on ditto, No. 2	<i>4</i>	<i>4</i>	<i>52</i>	<i>4</i>	<i>4</i>	<i>52</i>
" Tie Plates, outside Hatchways	<i>3</i>	<i>3</i>	<i>52</i>	<i>3</i>	<i>3</i>	<i>52</i>
" Deck, Material and thickness 3/4 where unsheathed 3/8 where sheathed						
Poop Deck Stringer Plate, breadth & thickness						
" Angles on ditto						
" Tie Plates						
" Deck, Material and thickness						
Bridge Deck Stringer Plate, br'dth & thickness						
" Angle on ditto						
" Tie Plates						
" Deck, Material and thickness						
Forecastle Deck Stringer Plate, br'dth & th'kns	<i>42</i>	<i>40</i>	<i>42</i>	<i>40</i>	<i>42</i>	<i>40</i>
" Angle on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>
" Tie Plates						
" Deck, Material and thickness 3/4 sheathed with 2 1/2" P.P.						

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

Form No. 12. WEB FRAMES. Inches in Ship. Inches in Ship. Inches per Rule. Inches per Rule. FORGINGS or CASTINGS. Inches in Ship. Inches per Rule. Or as Approved. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. for Propeller. RUDDER-A x D Table 22. Speed under 13 knots A x D = 795. Main-Piece, diameter at head. at heel. RUDDER, how constructed. Forged Siemens Martins Steel. Thickness of Plates or Single Plate. Can the Rudder be unshipped afloat? 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. Siemens open hearth acid and basic. Plates D. Colville, Dowlais & South Durham. Bars S. Colville, Palmer & Skinningrove. Has the Steel been tested as required by the Rules? Yes. COLLISION PARTITION LONGITUDINAL. PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. Riveting. Double or Treble and for what Length. Rivets. Straits. If Lapped. THICKNESS OF SHEERSTRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DECK OF Flat Plate Keel. Sheerstrakes Length and thickness. POOP SIDES SHORT BRIDGE SIDES FORECASTLE SIDES SHADE DECK. Butts, riveted for half length amidship. Butts of Side Stringers riveted. Tie Plates riveted. Inner Bottom Plating, riveting of Edges 1/2" in E & B Butts 1/2" in E & B Middle Line 2 1/2" Butts 3/4". Centre Girder Butts, riveted. Keelson Butts, riveted. Frames, riveted through Plates with 1/2" in Rivets, about 5 1/2" & 6" apart. Rivets, state whether Iron or Steel Iron Steel in bottom plating. FRAMES extend in one length from Middle Line to Margin & thence to Main & Upper Deck. State if ordinary or joggled Channels ordinary. REVERSED FRAMES on floor and frames extend from alternately 11" Channels (alternate to Shade Deck) intermediate frames 7 x 3 1/2 x 4 1/4 angles, scarfed on channel frames & extended to Shade Deck. State if ordinary or joggled angles joggled. MASTS, SPARS, &c. LOWER MASTS. Fore Main Mizzen. DIAMETER AND THICKNESS. At Partners. Head. No. of Plates in Round. ANGLES. Riveting. Butts. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds Galval S. Wire 4 1/2". Stays 4 1/2", 3 1/4" & 2 1/2". Sails, none. Suit of. Sails, and the following spare sails.

EQUIPMENT No. 59444 LETTER 24 ANCHORS. Number of Certificate. Anchors. Weight, Ex. Stock. Weight of Stock. Test, per Certificate. Weight Req. by Table 31. Description of Anchor. Makers. Where and when tested and Superintendent. 85339 1st Bower 100 3 0 66 0 13 67 12 2 0 100 0 0 Hall's Patent Stockless R. Kingly & Son, Rotherham 10/10/21 L. L. Kingly. 85338 2nd 101 1 16 65 3 2 68 0 0 0 100 0 0 85337 3rd 85 0 22 54 0 13 61 10 0 0 85 0 0 Collecting weight 167 1 10 285 0 0 84593 Stream 30 1 4 7 3 5 29 0 0 0 29 2 0 Ordinary R. Kingly & Son, Rotherham 6/10/21 L. L. Kingly. 85153 Kedgeree 15 0 11 3 3 27 16 12 0 21 15 0 0 Particulars of Drop Test of Cast Steel Anchors, viz.: 1st Bower 59-0-21 LPH-T. 303 24 6 June 1920. 2nd 58-1-22 WC No 2301 11th April 1919. 3rd 48-0-10 WC No 3076 10th August 1920. CHAIN CABLES. HAWSERS AND WARPS. Number of Certificate. Length and Size supplied. Test per Certificate. Weight of Chain Cable. Fathoms and Size of Cable. Description. Makers of Cable. Where and when tested, and Superintendent. Material. Length and Size per Table 31. Breaking Test of Steel Wire. Fathoms. Length. Cir. Fathoms. Length. Cir. 69740 165 2 3/4 129 30 18 100 620 2 0 330 2 3/4 120 6 Steel Wire Bullivant & Co. Ltd. Rotherham 24/10/21. 69757 165 2 3/4 129 30 18 100 620 2 0 330 2 3/4 120 6 Steel Wire Bullivant & Co. Ltd. Rotherham 24/10/21. 120 6 Steel Wire Bullivant & Co. Ltd. Rotherham 24/10/21. Boats 18 Life Boats and 12 collapsible boats. Steering Gear, Steam Engine, and Steering Gear, Hand Reeling Tackle. Pumps, Number 2 to 50, 2 to 50, and 2 to 50. Diameter of Barrel 3". Windlass is Blake Chapman & Co. patent steam direct. Capstan Blake Chapman & Co. Engine Room Skylights. How constructed? Steel plates & angles. What arrangements for deadlights in bad weather? Bulb eyes & shutters. Coal Bunker Openings. How constructed? Steel side ports. How are lids secured? Studded on edge. Height above deck? Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. eleven scuppers each side. 3 x 4 1/2" in No 3 spaced 12 inches. Ceiling in Holds, thickness and material 2 1/2" W.P. under Hatches in No 3. Cargo Batches, thickness and material Insulated elsewhere. Hatches, If strong and efficient? Yes. Cargo Hatchways. How formed? Steel plates & angles. Insulated elsewhere. Hatches, If strong and efficient? Yes. State size No. 1 Hatch (Forward) 18' x 8'. No. 2 Hatch 17' 6" x 32' 0". No. 3 Hatch 12' 6" x 17' 0". No. 4 Hatch 12' 6" x 17' 0". Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 3 1/2" x 13' 3" in No 3, 3 1/2" x 22' 4" in No 2, 1 1/2" x 5' 6" in No 5 & 6. No. of Breasthooks 4. No. of Crutches Deep Floors. 2 web in No 3, 3 1/2" x 19' 3" in No 4, and 5 1/2" x 13' 3" in No 5 & 6. Bulwarks, height above deck and description open rails. Main Rail and Stays, material and size. The foregoing is a correct description. For HARLAND & WOLFE Ltd. Surveyor's Signature C. Kendall. Builder's Signature (here only) Chas. Tappin. Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case). M 15/3/19. 31/1/20. 8/4/20. 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? 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? very few. Are the butts of plating, stringers, &c., properly shifted and strapped? Yes. State results of tests satisfactory. Have all the upper and weather decks 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 has been built in accordance with the plans approved by the Committee for the sister vessels Messrs Cairns No 348 & 9, built at Greenock, the Secretary's letters of the above-mentioned dates and in other respects in general conformity with the Rules, and the materials and workmanship are good. It is understood a passenger load line has been assigned by the Board of Trade, and the requirements of the life saving convention have been complied with. In view of hand pumps an emergency installation has been fitted, connected to the engine bilge suction and capable of being worked and controlled above the water line. No 1-2-4-5 and 6 Holds and Lower Tween Decks have been insulated for the carriage of frozen meat cargoes in accordance with the approved plan (no hung meat). 5 Forging reports are enclosed herewith. The approved plans are at present in the London Office. J. S. BARADINE No 583. Belfast FE Report No 8606. 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. The amount of Entry Fee £ 12 : 0 : 0. Fees applied for, 31st Mar 1922. Special Survey Fee £ 489 : 7 : 0. Received by me, 25/3/22. Travelling Expenses, if any £ : : Certificate to be sent to This Office. Date of issue 26/5/22. State whether the Vessel has been built under Special Survey Yes. I am of opinion this Vessel should be Classed 100 A1 "Shade Deck". With, or without Freeboard, as condition of Class without. Committee's Minute THU. 13 APR. 1922. Character assigned 100 A1 shade dk 1st. Lloyds arb. P. Lloyd's Register Foundation.

GENERAL REMARKS—(continued).

The coal bunkers in this vessel have been strengthened in accordance with the approved plans with a view to conversion in the future for the carriage of oil fuel, but nothing has been done to make the bunkers oiltight at the present time, and the divisional bulkheads and side stringer plates have been amended in accordance with the plan submitted in December 1919, in order to adapt the bunkers for the use of coal.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. _____ ft., Bridge _____ ft., Forecastle _____ ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Shade Deck fitted all fore and aft having openings in side at half length forward.*

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 and should appear in the Register Book) *3 Dks (H.V.W.S.) and Shade Dk (H.V.S. pl. oak) 5 WT Bds to Upper Dk & one (roll) to*
Official No. *1451424*; Signal Letters _____ State if Machinery is fitted aft *no.*
How are the surfaces preserved from oxidation? Inside *Paint & Portland Cement & Bitumastic* 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,	<i>148</i>	<i>711</i>	Fore peak tank,		<i>160</i>
Double bottom, under Engines and Boilers,	<i>105</i>	<i>622</i>	After peak tank,		<i>164</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<i>189</i>	<i>840</i>	Other tanks, if fitted, <i>FW Tanks between funnels</i>	<i>127</i>	<i>322</i>
Total capacity of double bottom		<i>2173</i>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. *447* State whether the above have been tested as required by the Rules *yes.*

Order for Special Survey No. *671*
Date *3rd July 1919*
No. *584* in builder's yard.

Dates of Surveys held while building
From 9th December 1919 to 30th March 1922.

Surveyor's Signature *C. Kendall*

Total No. of Visits *100*

Lloyd's Register Foundation