

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office

THU. OCT. 23. 1913

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

Date of completion of report *21st Oct. 1913* Port of *Leith*
Survey held at *Leith* Date, First Survey *8th April, 1913* Last Survey *5th October* 1913.
On the (State if Single, Twin, or Triple Screw) *Single Screw* *Gracie* *Gracie*
Tonnage under Tonnage Deck... *85.15*
Do. between Tonnage Dk. and 3rd and 4th Dk. *1.83*
Total under Upper Dk. *86.98*
Do. of Poop *2.64*
Do. of R.Q. Dk. *2.64*
Do. of Bridge House *2.64*
Do. of Forecastle *2.64*
Do. of Houses on Dk. *2.64*
Do. of excess of Hatchways *2.64*
Do. above Crown of Engine Room *2.64*
Gross Tonnage *93.63*
Less Crew Space *4.00*
Less above Crown of Engine Room *2.64*
Tonnage for Fees *90.96*
Less Engine Room *29.96*
Less Navigation Spaces *4.00*
Register Tonnage *59.67*
as cut on Beam *59.67*
CLASS *100A1* (LINDORES) FEET.
Breadth (greatest moulded) *14.5*
Depth, at middle of length from top of keel to top of upper deck beams at side *8.0*
Transverse Number *25.5*
Length on deck from fore part of stem to after part of stern post *82.0*
Longitudinal Number *2091*
Depth "d," at middle of length (See Secs. 2 & 13) *4.25*
Proportions—Depths to Length—Upper Deck Beam at side to top of keel *10.25*
" " Long Bridge Deck Beam at side to top of keel *✓*
Master *W. J. Carver*
Year of appointment (1) As Master in service of owner of present vessel—1913 (2) As Master of this vessel—1913
Built at *Leith*
When built *1913* Launched *12th Sep 1913*
By whom built *John Brown & Co*
Owners *Companhia de Cabotagem de Pernambuco*
Managers *M. Sydney Gerard Rhodes*
(Where necessary to be entered in Reg. Book)
Residence *Pernambuco*
Port belonging to *Pernambuco*
Destined Voyage *Pernambuco* If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck as per Rule *82* Feet. *0* Inches. BREADTH—Moulded *17* Feet. *6* Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *8* Feet. *0* Inches. No. of Decks with flat laid *One* No. of Tiers of Beams *One*
Moulded depth, ft. *8* ins. *0* To Bridge Dk. Round of Upper Dk. Beam, Actual *4 1/2* ins.
Moulded depth, ft. *8* ins. *0* To Upper Dk. Round of Upper Dk. Beam, Actual *4 1/2* ins.

Dimensions of Ship per Register, Length *82.0* breadth *14.6* depth *4.5*

| FRAMING. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. |
|---|-----------------|-----------------|-----------------------------|---------------------------------|---------------------------------|---------------------------------|
| FRAME, Angles, or <i>E or L</i> Bars amidships | <i>4</i> | <i>2 1/2</i> | <i>26</i> | <i>4</i> | <i>2 1/2</i> | <i>26</i> |
| Do. in peaks | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> |
| Do. in way of Double Bottoms at Solid Floors | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> |
| " " at intermdt. Bkts. | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> |
| Spacing of Frames from centre to centre amidships | <i>✓</i> | <i>20</i> | | | <i>20</i> | |
| " " length to Collision bulkhead in peaks | <i>✓</i> | <i>"</i> | | | <i>"</i> | |
| REVERSED FRAME, Angles, or <i>top of floor</i> | <i>24</i> | <i>2 1/2</i> | <i>22</i> | <i>24</i> | <i>2 1/2</i> | <i>22</i> |
| Do. in way of Double Bottoms at Solid Floors | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> |
| " " at intermdt. Bkts. | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> | <i>"</i> |
| FRAMING, depth of girder | <i>✓</i> | <i>9</i> | <i>24</i> | | <i>9</i> | <i>24</i> |
| FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships | <i>✓</i> | <i>9</i> | <i>28</i> | | <i>9</i> | <i>28</i> |
| " in way of Engine and Boiler Spaces | <i>✓</i> | <i>9</i> | <i>28</i> | | <i>9</i> | <i>28</i> |
| " thickness at the ends of vessel | <i>✓</i> | <i>9</i> | <i>24</i> | | <i>9</i> | <i>24</i> |
| " depth at $\frac{1}{2}$ the half breadth, as per Rule | <i>✓</i> | <i>9</i> | <i>straight on top edge</i> | | <i>9</i> | |
| " height extended at the Bilges | <i>9</i> | | | | <i>9</i> | |
| LOORS in Cell. Double Bottoms | | | | | | |
| " state if flanged (top & bottom) | | | | | | |
| " Spacing of Solid floors | | | | | | |
| CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss. | | | | | | |
| " Angles, Top | | | | | | |
| " Bottom | | | | | | |
| " to Floors | | | | | | |
| Brackets at intermdt. frmg., wdth & thcknss | | | | | | |
| DE GIRDERS, number on each side & thickness | | | | | | |
| " state if flanged (top and bottom) | | | | | | |
| " Angles (top and bottom) | | | | | | |
| " to Floors | | | | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | | | | | | |
| " Angles to Outside Plating | | | | | | |
| " Floors | | | | | | |
| Brackets at intermdt. frmg., wdth & thcknss | | | | | | |
| Height of Outside Brackets above at bilge | | | | | | |
| NER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | | | |
| " in Engine and Boiler space | | | | | | |
| " Remainder in Holds | | | | | | |
| AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel | <i>4 1/2</i> | <i>3</i> | <i>34 1/2</i> | <i>4 1/2</i> | <i>3</i> | <i>34 1/2</i> |
| " In way of Long Bridge | <i>✓</i> | | | <i>✓</i> | | |
| " Spacing | <i>✓</i> | <i>40</i> | | <i>✓</i> | <i>40</i> | |
| AMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel | | | | | | |
| " Spacing | | | | | | |
| 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 | | | | | | |
| " Angles on upper edge | | | | | | |
| " Spacing | | | | | | |

| PILLARS. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. |
|---|-----------------|-----------------|-----------------|---------------------------------|---------------------------------|---------------------------------|
| PILLARS, In 'tween Deck, size and spacing | <i>✓</i> | <i>24</i> | <i>40</i> | | <i>24</i> | <i>40</i> |
| " Hold | <i>✓</i> | <i>24</i> | <i>40</i> | | <i>24</i> | <i>40</i> |
| " Quarter 'tween Dks. | <i>✓</i> | <i>24</i> | <i>40</i> | | <i>24</i> | <i>40</i> |
| " in Hold | <i>✓</i> | <i>24</i> | <i>40</i> | | <i>24</i> | <i>40</i> |

| KEELSONS & STRINGERS. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. |
|--|------------------|-----------------|-----------------|---------------------------------|---------------------------------|---------------------------------|
| CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate | | | | | | |
| " Rider Plate | | | | | | |
| " Flat Plate Keel Angles | | | | | | |
| " Horizontal Plates on Floors | | | | | | |
| " Angles or Bulb Angles | <i>6</i> | <i>8</i> | <i>50</i> | <i>6</i> | <i>3</i> | <i>50</i> |
| SIDE KEELSONS, Number <i>one each side</i> | <i>6</i> | <i>3</i> | <i>50</i> | <i>6</i> | <i>3</i> | <i>50</i> |
| " Angles or Bulb Angles | <i>6</i> | <i>3</i> | <i>50</i> | <i>6</i> | <i>3</i> | <i>50</i> |
| " 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 | | | | | | |
| " Angle | | | | | | |
| " Intercoastal Plate, for length | | | | | | |
| " Attached to outside plating with Angle | | | | | | |
| Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) | <i>15 x 24</i> | <i>6 1/8</i> | <i>24</i> | <i>15 x 24</i> | <i>6 1/8</i> | <i>24</i> |
| " " " " (br'dth & thickness in way of Bridge) | <i>✓</i> | <i>3</i> | <i>2 1/2</i> | <i>3</i> | <i>2 1/2</i> | <i>26</i> |
| " " " " Angle (clear of Bridge) | <i>✓</i> | <i>6 x 24</i> | | <i>6 x 24</i> | | |
| " " " " Tie Plate at sides of Hatchways | <i>✓</i> | <i>24</i> | | <i>24</i> | | |
| " Deck * Iron or Steel, for in way of Hatchways | <i>✓</i> | <i>24</i> | | <i>24</i> | | |
| " " Thickness (clear of Bridge) | <i>✓</i> | <i>24</i> | | <i>24</i> | | |
| " " " (in way of Bridge) | <i>✓</i> | <i>24</i> | | <i>24</i> | | |
| " Wood Deck. Material & thickness | <i>5 x 2 1/2</i> | | | <i>5 x 2 1/2</i> | | |
| Second Deck Stringer Plate, br'dth & thickness | | | | | | |
| " Angles on ditto, No. | | | | | | |
| " Tie Plates outside Hatchways | | | | | | |
| " Deck * Iron or Steel, for lng. | | | | | | |
| " 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 | | | | | | |
| " Angle 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, b'dth & th'kns | | | | | | |
| " Angle on ditto | | | | | | |
| " Tie Plates | | | | | | |
| " Deck. Material and thickness | | | | | | |

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

WEB FRAMES.

WEB-FRAMES, In Fore Body, No. and spacing

" " " brdth. & thickness

" " " No. of Side Stringers " "

WEB-FRAMES, In E. & B. Space, No. & spacing

" " " brdth. & thickness

WEB-FRAMES, In After Body, No. and spacing

" " " brdth. & thickness

" " " No. of Side Stringers " "

" " " Size of Face Angles to Web-Frames.....

BRACKET PLATES to Stringers between

Web Frames, depth and thickness.....

Inches in Ship.

Inches in Ship.

Inches per Rule.

Inches per Rule.

FORGINGS or CASTINGS.

KEEL, Bar, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

" " for Propeller

RUDDER-Axle Table 22. Speed

" " Main-Piece, diameter at head

" " " " at heel

Inches in Ship.

Inches per Rule.

BULKHEADS.

Number.

Thickness.

STIFFENERS.

Single or Double Frames.

Height up, state decl.

Vessel.

Per Rule.

Inches.

Horizontal.

Vertical.

Size.

Spacing.

Size.

Spacing.

W.T.BULKHEADS

3

3

26

✓

✓

2 1/2 x 20

20 Single

4 ft 6 in

" COLLISION "

1

1

26

3 1/2 x 20

one

3 x 3 1/2 x 20

24

Single

4 ft 6 in

PARTITION "

1

1

26

3 1/2 x 20

one

3 x 3 1/2 x 20

24

Single

4 ft 6 in

LONGITUDINAL.

1

1

26

3 1/2 x 20

one

3 x 3 1/2 x 20

24

Single

4 ft 6 in

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

4/10

Are the Sluice Valves and Watertight Doors in efficient working order?

4/10

RUDDER, how constructed

4/10

Thickness of Plates or Single Plate

4/10

Can the Rudder be unshipped afloat?

4/10

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.?

4/10

Has the Steel been tested as required by the Rules?

4/10

PLATING.

STRAKES.

AS IN SHIP.

PER RULE OR AS APPROVED.

AMIDSHIP.

FORWARD.

AFT.

AMIDSHIP.

Breadth.

Thickness.

Thickness.

Thickness.

Breadth.

Thickness.

FLAT PLATE KEEL.....

31

✓

40

✓

34

✓

40

✓

31

✓

40

GARBOARD OR A STRAKE

36

✓

26

✓

24

✓

28

✓

36

✓

26

State actual thickness in way of Double Bottom.

B

31

✓

40

✓

34

✓

40

✓

31

✓

40

C

33

✓

40

✓

34

✓

40

✓

31

✓

40

D

32

✓

40

✓

34

✓

40

✓

31

✓

40

E

30

✓

40

✓

34

✓

40

✓

31

✓

40

F

31

✓

28

✓

24

✓

28

✓

31

✓

28

G

31

✓

28

✓

24

✓

28

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31

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28

H

31

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28

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24

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28

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31

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28

I

31

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28

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24

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28

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31

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28

J

31

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28

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24

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28

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31

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28

K

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24

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31

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28

L

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28

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24

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28

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M

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28

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24

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28

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31

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28

N

31

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28

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24

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24

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31

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V

31

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28

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24

✓

28

✓

31

✓

28

W

31

✓

28

✓

24

✓

28

✓

31

✓

28

THICKNESS OF SHEET PILE

31

✓

28

✓

24

✓

28

✓

31

✓

28

CLEAR OF LONG BRIDGE

31

✓

28

✓

24

✓

28

✓

31

✓

28

DO. OF STRAKE BELOW

31

✓

28

✓

24

✓

28

✓

31

✓

28

DELT. OF Flat Plate Keel

31

✓

28

✓

24

✓

28

✓

31

✓

28

" Sheerstrakes

31

✓

28

✓

24

✓

28

✓

31

✓

28

Length and thickness.

31

✓

28

✓

24

✓

28

✓

31

✓

28

POOP SIDES

31

✓

28

✓

24

✓

28

✓

31

✓

28

SHORT BRIDGE SIDES

31

✓

28

✓

24

✓

28

✓

31

✓

28

FORECASTLE SIDES

31

✓

28

✓

24

✓

28

✓

31

✓

28</

| EQUIPMENT No. 2091 | | | | LETTER A | | | | ANCHORS. | | | | TONNAGE U.D.K. OR PLATING 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. | |
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | cwt. | qrs. | lbs. | Cwts. | qrs. | lbs. | | | |
| 41276 | 1st Bower ... | 3 | 2 | 21 | - | 3 | 21 | 6 | 0 | 3 | 21 | 3 | 2 | 0 | Ordinary | A. Taylor & Sons Ltd | 9.9.13 C.E. Purins |
| 41277 | 2nd " ... | 3 | 2 | 0 | - | 3 | 21 | 5 | 18 | 3 | 0 | 3 | 2 | 0 | " | " | " |
| | 3rd " ... | | | | | | | | | | | | | | | | |
| | 4th " ... | | | | | | | | | | | | | | | | |
| | Collective weight | ✓ | 0 | 21 | | | | | | | | ✓ | 0 | 0 | | | |
| | Stream | | 3 | 0 | | | | | | | | ✓ | 3 | 0 | | | |
| | Kedge..... | | 2 | 0 | | | | | | | | ✓ | 2 | 0 | | | |

| CHAIN CABLES. | | | | | | | | | | HAWSEWS 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 Towline. | | Length and Size per Table 31. | | |
| | | Fathoms. | Inch. | Tons. | Cwts. | qrs. | lbs. | Tons. | Cwts. | qrs. | lbs. | Fathoms. | Inch. | | | | | Fathoms. | Inch. | Tons. | Cwts. | qrs. | lbs. | |
| 42664 | 120 fms | 1/2 | 2 1/2 | 25.0 | 32.0 | 24 | 29.0 | 12.0 | 7 1/2 | 16 | 12 | 1/2 | 16 | A. Taylor & Sons Ltd | Sept 24. 9.13 J.M. Russell | TOWLINE S.W. | 45 | 2 | 45 | 2 | 45 | 2 | 45 | 2 |
| | Chain | 455 | Gr. 2 | 100.0 | 100.0 | 7.3 | 8 | 45 | Gr. 2 | 45 | 45 | | | " | " | HAWSEWS & WARPS | 90 | 3 | 90 | 3 | 90 | 3 | | |
| | (Iron Stream) | | | | | | | | | | | | | " | " | " | | | | | | | | |

Boats One lifeboat & one dingy **Steering Gear, Steam** **Steering Gear, Hand** J. Bran 6"

Pumps, Number Drum Pump and three hand pumps **Diameter of Barrel** 4 1/2 inch **State whether they are in efficient working order** Yes

Windlass is Hand. Means Fisher & Co. **Capstan** none

Engine Room Skylights.—How constructed? Galvanizing & flaps & bolts eyes **What arrangements for deadlights in bad weather?** none

Coal Bunker Openings.—How constructed? none **How are lids secured?** ✓ **Height above deck?** ✓

Number of Scuppers, and numbers and dimensions of **Freeing Ports, &c.** See each side & 4 freeing ports 23 x 9"

Ceiling in Holds, thickness and material. 12 x 2 1/2 Plank Pine **Cargo Battens,** thickness and material. 6 x 2 White Wood

Cargo Hatchways.—How formed? Shell coamings 24 high sides 44 ends 40 **Hatches,** If strong and efficient? Yes

State size No. 1 Hatch (Forward) 23.4 x 10.0 **No. 2 Hatch** **No. 3 Hatch** **No. 4 Hatch**

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch **No. of Breasthooks** Two **No. of Crutches** One

Bulwarks, height above deck and description 2' 0" high steel 20 iron struts 1/2 dia 5' 0" apart Main Rail, material and size. Shell Lignum Rail bar 4

The foregoing is a correct description. **Surveyor's Signature** J.M. Anderson

Builder's Signature (here enter) John Craun & Co. **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) 12 December 1913 m; 20 Dec m; 12 February 14 m; 15 Feb m; April 14 m; June 14 E;

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? 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)? No State results of tests satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? No State results of tests satisfactory

General Remarks (State quality of workmanship, &c.) The workmanship and materials are good.

This vessel has been built under Special Survey and in accordance with the approved Machinery Section forwarded to London on the 7th October 1913.

Profile Plans, pumping plans, forging plans along with forging report herewith enclosed.

After nine Talk Report 8-11-215. "Linarcos"

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

| | | | | | | | |
|---------------------------------|-----------|-------------------|---------------------------|---------------------------|-------|---------------|---------|
| The amount of Entry Fee £ | 1 : 0 : 0 | Fees applied for, | 22 nd Oct 1913 | Certificate to be sent to | Leith | Date of issue | 10/1/13 |
| Special Survey Fee.... £ | 7 : 0 : 0 | Received by me, | J.M. Anderson | | | | |
| Travelling Expenses, if any £ | : | | | | | | |

State whether the Vessel has been built under Special Survey

I am of opinion this Vessel should be Classed 100A1(LACP) auxiliary motor With oil

With, or without Freeboard, as condition of Class

Committee's Minute FRI OCT 24 1913

Character assigned 100A1

+ 2 bbl 10-13 oil engines

GENERAL REMARKS—(continued).

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 ☒

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) *The deck part still covered with wood none tier of beams.*

Official No. _____; Signal Letters _____ State if Machinery is fitted aft *Yes*
How are the surfaces preserved from oxidation? Inside *Cement paint.* Outside *Paint*

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

| Where Fitted. | Length. Feet. | Water Capacity. Tons. | Where Fitted. | Length. Feet. | Water Capacity. Tons. |
|---|------------------|--------------------------|--|------------------|--------------------------|
| Double bottom, aft, | | | Fore peak tank, | 6.8 | 2.5 |
| Double bottom, under Engines and Boilers, | | | After peak tank, | | |
| Double bottom, if under Engines only, | | | Deep tank, aft, | | |
| Double bottom, if under Boilers only, | | | Deep tank, forward, | | |
| Double bottom, forward, | | | Other tanks, if fitted, | | |
| | | | (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. 963.

Date *19th December, 1912.*

No. *98* in builder's yard.

DAYS of Surveys held while building

1912 April 8-16-23-30 May 4-13-24 June 2-4-11-14-18-19-26 July 1-3-4-13-14-28-29-31 August 4-11-15-20-21-28 September 1-11-18-25-29 Oct 4-13-15

Surveyor's Signature

J. M. Anderson

Total No. of Visits *36.*

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