

## STEEL STEAMER or MOTORSHIP.

Received at London Office 22 JUL 1926

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report

21st June 1926

Port of

West Hartlepool

No. 16411

Survey held at

West Hartlepool

Date First Survey

22nd Oct 1925

Last Survey

14th June 1926

1926

On the

(State if Machinery fitted Aft and  
if Single, Twin or Triple Screw)

Single Screw St.

"CITY OF BATH"

State Type

(Full Scantling, Complete Superstructure  
with or without Tonnage Openings)

Full Scantling

State Type of Erections

F&amp;B combined &amp; P.

TONNAGE under  
Tonnage Deck...

4787.53

CLASS T 100 A.1

State if with freeboard  
as condition of Class

No

Built at

West Hartlepool

Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk.

Total

Gross Tonnage

5078.91

Register Tonnage

3154.47

Length from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a)

L 393.00

Breadth (greatest moulded)

B 52.00

Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c)

D 30.66

1st Longitudinal Number (L x D) = 12049.38

2nd Numeral L x (B + D) = 32485.38

Framing Depth "d," at middle of length. See  
Sec. 3 (1d)

17.12

Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel

12.81

Do. Long Bridge to top  
of keel

10.16

Draught Moulded

26' 2 3/4"

Launched 30th March 1926 Yard No. 978

Builders William Gray and Co Ltd

Owners The Ellerman Lines Ltd

Managers Hall Line Ltd

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

Residence

Port of Registry LIVERPOOL.

If surveyed while building, afloat, or in dry dock

Whilst building, afloat and in dry dock.

Note. S.S. Denotes Special Steel  
N.B.S. Denotes New British Standard  
Section

## FRAMES, DOUBLE BOTTOM AND BEAMS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		
Receiver	FRAMES, Spacing amidships	30	and 36	✓	Bracket Floors, Frame	L	N.B.S.	10	3 1/2	45	✓
VESSEL	" " from 1/2 length to Collision bulkhead.....}	27		✓	" " Reversed Frame	L		9 1/2	3 1/2	52	✓
T	" " in peaks.....	24		✓	" " Vertical Struts	L		9 1/2	3 1/2	52	✓
SIDE FRAMING.						Centre Girder, depth and thickness amidships		42 1/2	x	48	S.S. ✓
Frame Amidships, Angle, E or L		11 x 3 1/2 x 44 N.B.S. @ 36	includes 10 inches ✓		" " top Angles			3 1/2	3 1/2	50	✓
" " Extends up to		2nd DECK.	✓		" " bottom Angles			4	4	56	✓
Reversed Frame Amidships, Angle			✓		Side Girders, No. each side and thickness		One	39	S.S.	✓	
" " Extends up to			✓		Margin Plate depth (excl. of flange) and thickness		33 1/2	x	47	S.S.	✓
Depth of Framing Girder		11" 8 10"	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem			3 1/2	3 1/2	42	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or L		8 1/2 x 3 1/2 x 48 @ 36 ✓ 8 x 3 1/2 x 47 @ 30 N.B.S. ✓			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem			3 1/2	3 1/2	42	✓
" " Second 'tween Decks, Angle, L or E			✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem			36" x 36" x 39 S.S. on Every frame		✓	
" " Third " " " "			✓		" " Gussets, spacing and scantling forward 1/2 len. from stem			32" x 32" x 36 S.S. on Every frame		✓	
Framing in Peaks, Angle or L		7 1/2 3 50	✓		Tank Side Brackets, height above base line at toe of Frame and thickness			5' 5"		✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships		7/8 5 1/2 & 6	✓		INNER BOTTOM PLATING.						
State if Frame Joggled		No	✓		Breadth and thickness of Middle Line Strake		50 1/2	x	45	S.S.	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars		Deep Frames & Stringers as Approved.	✓		Thickness of remainder in Holds			41	S.S.	✓	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars		Extra intercostal double frames and increased riveting as approved	✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?			Yes		✓	
SINGLE BOTTOM.						BEAMS.					
Floors, Depth and thickness at mid-line in Holds						Uppermost Continuous Deck, amidships in Wells, Angle, E or L		8 1/2	3 1/2	54	✓
Height of Brackets at side above base line at toe of frame						" " in way of Bridge, Angle, E or L		10	3 1/2	40	N.B.S. ✓
Middle Line Keelson, on Floors, Angles, L or E						Spacing		36	x	30	✓
" " Through Plate or Intercostal Plate						Second Deck, amidships, Angle, E or L		10 1/2	3 1/2	48	✓
" " Foundation Plate on Floors						Spacing		9 1/2	3 1/2	53	✓
" " Flat Plate Keel Angles						Third Deck, amidships, Angle, L or E in deep tank only		12 x 5 1/2 x 3 1/2 x 40 9 1/2 x 4 x 4 x 35 8 1/2 x 4 x 4 x 36 1/2			✓
Side Keelsons, No. each side						Spacing		30	x	36	✓
" " thickness of Intercostal Plate						Fourth Deck, amidships, Angle, L or E					✓
" " Angles						Spacing		7 1/2	3 1/2	39	✓
DOUBLE BOTTOM.						Poop Deck, Angle, E or L		6 1/2	3	33	✓
Solid Floors, thickness and spacing		39 S.S.	7 1/2	but Solid floors on every frame in way of E & B Space. Deep tank part of 3 1/2" and from frame 25 aft	Spacing		36	and	24	✓	
" " Are Frame and Reversed Frame joggled?		Yes			Bridge Deck, Angle, E or L		8 1/2	3 1/2	44	✓	
Bracket Floors, breadth and thickness at middle line		2' 8" x 39 S.S.			Spacing		8 1/2	3 1/2	46	✓	
" " breadth and thickness at margin plate		3' 7 1/2" x 39 S.S.			Forecastle Deck, Angle, E or L		27	30	x	36	✓
					Spacing		6	3 1/2	40	✓	

## PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
<b>PILLARS, No. of Rows.....</b>	<i>widely Spaced</i> ✓				
"    in 'tween Decks, Size and Spacing.....	<i>pillars &amp; girders</i>				
"    "    "    "    "    "	<i>as approved</i>				
"    in Holds    "    "	"				
"    "    "    "    "					
<b>Centre Line Bulkhead.</b>					
Stiffeners and Spacing.....	✓				
Plating, thickness of .....	✓				
<b>STRINGERS AND DECKS.</b>					
<b>Uppermost Continuous Deck.</b>					
Stringer Plate, breadth and thickness in Wells	<i>66 x 60 .78 is thickness</i> ✓				
"    "    "    "    in way of Bridge	<i>66 x 34 .56 ss ✓</i>				
"    Angle in Wells .....	<i>6 6 .76 is thickness</i> ✓				
Thickness of Plating abreast Deck openings } in way of Wells .....	<i>45 9 .54 ss ✓</i> <i>.58 ss is thickness</i>				
Thickness of Plating abreast Deck openings } in way of Bridge .....	<i>.32 ss ✓</i> <i>.36 ss in wells ✓</i>				
Thickness of Plating within line of openings..	<i>.32 ss ✓</i>				
If Sheathed, material and thickness .....	<i>not sheathed</i> ✓				
<b>Second Deck.</b>					
Stringer Plate, breadth and thickness in Wells...	<i>66 x 40 includes + 0.4 owners extra</i> ✓				
Stringer Plate, breadth and thickness in way of Bridge	<i>66 x 40</i>				
Thickness of Plating abreast Deck openings } in way of Wells .....	<i>.32 ss</i>				
Thickness of Plating abreast Deck openings } in way of Bridge .....	<i>.32 ss</i>				
Thickness of Plating within line of openings...	<i>.30 &amp; 44</i>				
If Sheathed, material and thickness .....	<i>not sheathed</i> ✓				
<b>Third Deck.</b>					
Stringer Plate, breadth and thickness.....	<i>72" x 44"</i>				
If Plated, state thickness.....	<i>44"</i>				
<b>Fourth Deck.</b>					
Stringer Plate, breadth and thickness.....	<i>/</i>				
If Plated, state thickness .....	<i>/</i>				
<b>Poop Deck.</b>					
Stringer Plate, breadth and thickness .....	<i>.34</i> ✓				
Plating, Sheathing, material and thickness ...	<i>.34 5 x 2 1/2 P.P.</i>				
<b>Bridge Deck.</b>					
Stringer Plate, breadth and thickness.....	<i>66 x 50</i> ✓				
Plating, Sheathing, material and thickness ...	<i>40 and 44</i>				
<b>Forecastle Deck.</b>					
Stringer Plate, breadth and thickness.....	<i>About 48" x 34 x 3"</i> ✓				
Plating, Sheathing, material and thickness ...	<i>.34</i>				

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled?			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
													Inches.
FLAT PLATE KEEL .....	49	7/2	62	62	✓	Double	1	4	4	1	4	Lapped	✓
„ DBLG. (if any)	✓		✓	✓									
BOTTOM PLATING, No. of Strakes ..... 4 ..)		S.S. 61	S.S. 46	S.S. 42	✓	Double	7/8	3 1/2	3	7/8	3 1/8	Lapped	✓
BILGE PLATING, No. of Strakes ..... 1 ..)		S.S. 61	S.S. 46	S.S. 42	✓	Double	7/8	"	3	7/8	3 1/8	Lapped	✓
SIDE PLATING, No. of Strakes ..... 3 ..)		S.S. 59	S.S. 44	S.S. 41	✓	Double	7/8	"	3	7/8	3 1/8	Lapped	
UPPER DECK, Sheer- strake in Well .....)		S.S. 59	S.S. 41	S.S. 41	✓	Double	7/8 & 1	3 1/2 & 4	5	1	4 1/2	Lapped	✓
UPPER DECK, Sheer- strake in Bridge ...)		S.S. 54 56	S.S. 41 41	S.S. 41	at 30" Spacing 36	Double	7/8	3 1/2	4	7/8	3 1/2	Lapped	✓
STRAKE BELOW Sheer- strake in Well .....)		S.S. 55 & 50	S.S. 41	S.S. 41	✓	Double	7/8	3 1/2	3	7/8	3 1/8	Lapped	
STRAKE BELOW Sheer- strake in Bridge ...)		S.S. 54 & 59	S.S. 41	S.S. 41	✓	Double	7/8	3 1/2	4	7/8	3 1/2	Lapped	✓
POOF SIDE PLATING .....		38 os			✓	Single & Double	3/4 & 7/8	3 & 3 1/2	2	3/4	2 5/8	Lapped	
BRIDGE SIDE PLATING ...		55 S.S.			✓	Double	1" & 7/8	4 & 3 1/2	3	7/8	3 1/8	Lapped	✓
FOREC'TLE SIDE PLATING		42 O.S.			✓	Single	3/4	3	2 & 3	3/4 & 7/8	2 1/8 & 3/8	Lapped	

## WATERTIGHT BULKHEADS.

Total No. of <b>W.T. BULKHEADS</b> in Vessel—	7 ✓
Extending to Upper Deck (Sec. 3 c).....	5 ✓
„ Deck next below.....	2 ✓
As per Rule.....	6 ✓

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		7 ✓																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
--	--	-----	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	Open Hearth Process.
	PLATES.-	South Durham Steel and Iron Co. ✓
	ANGLES.-	Dorman Long and Co. Cargo Fleet Iron Co. ✓
	Has the Steel been tested as required by the Rules?	Yes ✓

16411.

EQUIPMENT No. 34915										LETTER Z		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
29363	1st Bower ...	64	0	14		✓		50	12	2	0	63 <sup>3</sup> / <sub>4</sub>	BYER'S IMPROVED S'LESS	per W.L Byers & Co Ltd	Sld. 11.3.26 J. H. Butler.
29362	2nd " ...	64	0	0		✓		50	10	0	0	63 <sup>3</sup> / <sub>4</sub>	Do	do	Sld 10.3.26 J. H. Butler.
29375	3rd " ...	54	2	0		✓		45	1	1	0	54 <sup>1</sup> / <sub>2</sub>	Do	do	Sld 26.3.26 J. H Butler.
	Collective weight.	182	2	14								182			
16443	Stream .....	18	0	0	4	2	0	19	0	0	0	17 <sup>1</sup> / <sub>2</sub>	RODGERS' COMMON	Kendrich & Mole.	Cff 3.2.26 A. Jones.

CHAIN CABLES.										HAWSERS AND WARPS.														
Number of Certificate.	Length and size supplied.		Test per Certificate. Statu- tory. Break- ing.	WEIGHT OF CHAIN CABLE.			Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.								
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.								
29482	135	2 1/2	9 1/8	12 1/2	343	1 7/8	7				Cff 27.1.26. A. Jones.	TOWLINE...  HAWSERS & WARPS	Fathoms.	Ins.	Tons.	Fathoms.	Ins.							
29481	105	2 1/2	9 1/8	12 1/2	271	3	21	} 682 1/2	270	2 1/2	Stud.		Kendrich & Mole	do	27.1.26	A. Jones	120	5	73 S.F.	120	5			
29030	15	2 1/2	9 1/8	12 1/2	38	0	0							do	27.1.26	A. Jones	do	27.1.26	A. Jones	90	2 3/4	15 1/2	90	2 3/4
28903	15	2 1/2	9 1/8	12 1/2	37	3	21							do	27.1.26	A. Jones	do	27.1.26	A. Jones	90	2 3/4	15 1/2	90	2 3/4
Iron Stream Chain or Steel Wire					690	0	21																	
	90	4 3/4		65 1/2	Special Flex				90	4 3/4	✓			90	2 1/2	12 1/2	90	2 1/2	90	2 1/2				

Steering Gear, Steam *J. Hastie and Co Ltd Telemotor Control* ✓ Steering Gear, Hand *Secondary means of steering by tackle & winch.* ✓

Boats *4 Lifeboats 26' x 8' x 3' 3"* ✓ Steering Chains, Size and Test *None required* ✓ Windlass *Clarke Chapman & Co Ltd* ✓  
*6" x 2" mm. fitted vertically 9" apart*

Ceiling in Holds, thickness and material *Over bldgs only 2 1/2 W.W.* ✓ Cargo Battens, thickness, material and spacing *2" after hold fitted horizontally, 9" apart* ✓

Cargo Hatchways.—(Upper Deck) *Steel plates and angles as appd* ✓ Thickness of Hatches *3"* ✓

Size of No. 1 Hatchway (Forward) *27' x 20'* ✓ No. 2 *42' x 20'* ✓ No. 3 *24' x 20'* ✓ No. 4 *12' x 20'* ✓ No. 5 *27' x 20'* ✓ No. 6 *27' x 20'* ✓

Number of Shifting Beams and/or Fore and Afters *No 1, 5, No 2 8, No 3 4 & Stl. division, No 4 2, No 5, 4, No 6 5,* ✓

FOR WILLIAM GRAY & Co., LIMITED.

Builder's Signature *A.W. Glashan* Director

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans the Secretary's letters and the Rules. Special Steel has been partly used.*

*The materials and workmanship are good.*

*The double bottom tanks, the fore and after peak tanks and the deep tanks have been tested under Rule pressure and found satisfactory*

*The weather decks, watertight bulkheads, tunnel and w.t. doors have been satisfactorily hose tested.*

*The watertight doors, Land pump, windlass, steam steering gear and secondary means of steering have been examined and tried under working conditions and found satisfactory*

*The freeboards have been cut in on the vessel's sides and verified.*

*The vessel is fitted with wireless Telegraphy and Electric Light.*

*The vessel was examined in the Central Dry Dock on 28th May 1926 and the bottom cleaned & coated. and found satisfactory.*

The amount of Entry Fee ..... £ *9 : 0 : 0* } Fees applied for, *21 June 1926.*

Special Survey Fee.... £ *326 : 19 : 6* } Received by me, *23/6/26* ✓

*Sub. Fee 11 0 0*

Travelling Expenses, if any £ : : }

I am of opinion the Vessel should be Classed *100 A.1.*

State whether the Vessel has been built under Special Survey *yes* ✓ Signature *A. Pickworth.*

Certificate to be sent to *W. Hartlepool* Date of issue *13/7/26.*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 25 JUN 1926*

Character assigned *100 A.1.*

*Lloyd's A.C. D + L.M.C 6.26*

*F.D. C.L.*

*W155-00051212*

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

no sister vessel.

Plans forwarded with this report

Midship Sections 2 copies

Profile and decks

Bottom Strengthening forward.

Bulkheads

Deep Tank as approved 2 copies

" " as built

Cruiser Stern cant

Rudder coupling

Part Plan of tunnel

Rudder and Stern frame

Pillars in E & B Space

Hold Pillar Connections

Decks in way of Engines & Boilers

Pumping Arrangement

Deck Plans

Pillars and Girders

Panting arrangements

No 1 Bld.

Orlop deck beams in No 1 Hold.

Shell expansion.

Particulars of **Drop Test** of  
Cast Steel Anchors, viz. :—  
Weight, Surveyor's Initials,  
Number of Certificate, Date  
of Test.

1st Bower

39.3.7

H.B.

2656

26.1.26

2nd "

40-1-0

H.B.

2674

26.1.26

3rd "

33.2.0

K.H.

3763

23.2.26

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 37.75 ft., R.Q.D. ☒ ft., Bridge ☒ ft., Combined with Forecastle 310.25 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated No Short well aft.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 Dks. (Stl) Erection as above

Note :—

The vessel is partly constructed of Special Steel as approved

Official No. 147370 ; Signal Letters

Is bottom of Vessel coated with cement yes if not give

particulars of composition

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	127	330	Fore peak tank,		132
Double bottom, under Engines and Boilers,	52.5	219	After peak tank,		49
Double bottom, if under Engines only,	✓	✓	Deep tank, aft, in Upper & Lower portions <u>Upper - 392 tons</u> <u>Lower - 313 "</u> <u>405</u>	30	705
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward, ✓	✓	✓
Double bottom, forward,	166	525	Other tanks, if fitted, ✓	✓	✓
Total capacity of double bottom		1074	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 2380

Date 10th Nov. 1925

Dates of Surveys  
held while building

1925. Oct 22. 30. Nov 3. 18. 20. 24. 25. 27. Dec 2. 3. 4. 8. 10. 11. 14. 17. 18. 21. 22. 24. 29. 30. 1926. Jan 4. 11. 6. 20. 27. Feb 7. 14. 8. 10. 16. 23. 24. 26. Mar 1. 3. 5. 8. 9. 10. 12. 15. 17. 19. 22. 24. 25. 26. 29. 31. Apr 7. 8. 11. 21. 23. 30. May 3. 7. 12. 14. 19. 21. 28. 31. June 2. 3. 8. 9. 10. 11. 14. 14.

Total No. of Visits 77