

**Awning or Shelter Deck,  
or Pt. Awning Deck.**

**STEEL STEAMER.**

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

DISCLOSED  
SECTION.

THU. 27<sup>th</sup> Nov 1918

Port of **NEWCASTLE-ON-TYNE** Date of completion of Report **24<sup>th</sup> Feb. 1917** Received at London Office  
Survey held at **NEWCASTLE-ON-TYNE** Date, First Survey **24<sup>th</sup> Feb. 1917** Last Survey **27<sup>th</sup> February 1918**  
On the (State if Single, Twin, or Triple Screw) **SINGLE SCREW STEAMER "CHRYSANTHEMUM"** Rig **SLOOP**  
TONNAGE under **133.01** CLASS **F-11-For GOVERNMENT SERVICE** FEET. **35.0** Master **E. H. de P. de la Poer**  
Do. of Poop **1490.21** Breadth (greatest moulded) **24.75** Year of Appointment **(1) As Master in service of owner of present vessel: -1911 (2) As Master of this vessel: -1911**  
Do. of R. Qr. Dk. **35.40** Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck **24.75** Built at **WALKER-ON-TYNE**  
Do. of Bridge House **1454.81** Deduct height of 'tween deck when this does not exceed 8ft. **6.75** When built **1918** Launched **10<sup>th</sup> Nov. 1917**  
Do. of Forecasts **1454.81** Transverse Number **53.00** By whom built **SIR W. G. ARMSTRONG, WHITWORTH & CO. LD.**  
Do. of Houses on Deck **1454.81** Length on deck from fore part of stem to after part of sternpost **255.75** Owners **THE ADMIRALTY**  
Do. of excess of Hatchways **1454.81** Longitudinal Number **13554.75** Managers **(Where necessary to be entered in Reg. Book.)**  
Do. above Crown of Engine Room **1454.81** Depth "d" at middle of length. See Secs. 2 & 13 **16.75** Residence **(Where necessary to be entered in Reg. Book.)**  
Gross Tonnage **1490.21** Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel **10.31** Port belonging to **(Where necessary to be entered in Reg. Book.)**  
Less Crew Space **35.40** " " " Upper Deck at side to top of keel **14.18**  
Less above Crown of Engine Room **1454.81**  
TONNAGE FOR FEES **1454.81**  
Less Engine Room  
Less Navigation Spaces  
Register Tonnage **800.68** Destined Voyage **NOT KNOWN** If Surveyed while Building, Afloat, or in Dry Dock **SPECIAL**

| LENGTH on Deck as per Rule   | Ft. | Ins. | BREADTH Moulded | Ft. | Ins. | DEPTH, ACTUAL Do.  | Top of Floors to top of Shelter Dk. Beams | Ft. | Ins.  | No. of Decks with flat laid | No. of Tiers of Beams |
|--|-----|------|-----------------|-----|------|--|---|-----|-------|-----------------------------|-----------------------|
|  | 255 | 9    | 35              | 0   |      |  |   | 24  | 0 1/2 | 3                           | 3                     |
| Dimensions of Ship per Register, Length 254.3 breadth 35.15 depth 24.0 Awning or Shelter Dk. Moulded depth, ft. 24 ins. 9 To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual 6 1/2 ins. Upper Deck. Moulded depth, ft. 18 ins. 0 To Upper Dk. |     |      |                 |     |      |  |   |     |       |                             |                       |
| FRAMING.   |     |      |                 |     |      | PILLARS.   |   |     |       |                             |                       |
| IN E & B. SPACE  |     |      |                 |     |      | PILLARS, In 'tween Deck, size and spacing                        |   |     |       |                             |                       |
| FRAME, Angle, Bars, amidships  |     |      |                 |     |      | " " Hold   |   |     |       |                             |                       |
| Do. in peak (AFTER) RESERVE FEED TANKS   |     |      |                 |     |      | " " Quarter, 'tween Dks., "                                      |   |     |       |                             |                       |
| Do. in way of Double Bottoms at Solid Floors   |     |      |                 |     |      | " " in Hold  |   |     |       |                             |                       |
| " " at intermdt. Bkts.   |     |      |                 |     |      | KEELSONS AND STRINGERS.  |   |     |       |                             |                       |
| Spacing of Frames from centre to centre amidships  |     |      |                 |     |      | CENTRE LINE KEELSON, Vertical Plate above                        |   |     |       |                             |                       |
| " length to collision bulkhead   |     |      |                 |     |      | " " Through Plate, or Intercoastal Plate                         |   |     |       |                             |                       |
| " of Frames from centre to centre in peaks   |     |      |                 |     |      | " " Rider Plate  |   |     |       |                             |                       |
| REVERSED FRAME, Angles   |     |      |                 |     |      | " Flat Keel Plate Angle (SINGLE)                                 |   |     |       |                             |                       |
| Do. in way of Double Bottoms at Solid Floors   |     |      |                 |     |      | " Horizontal Plates on Floors                                    |   |     |       |                             |                       |
| " " at intermdt. Bkts.   |     |      |                 |     |      | " Angles or Bulb Angles TOP (DOUBLE)                             |   |     |       |                             |                       |
| FRAMING, depth of girder   |     |      |                 |     |      | SIDE KEELSONS, Number  |   |     |       |                             |                       |
| FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships  |     |      |                 |     |      | " Angles or Bulb Angles  |   |     |       |                             |                       |
| " in way of Engine and Boiler spaces   |     |      |                 |     |      | " Plate above floors, for length                                 |   |     |       |                             |                       |
| " thickness at the ends of vessel  |     |      |                 |     |      | " Intercoastal Plate, for length                                 |   |     |       |                             |                       |
| " depth at 1/2 the half-bdth. as per Rule  |     |      |                 |     |      | " Attached to outside plating with Angle                         |   |     |       |                             |                       |
| " height extended at the Bilges  |     |      |                 |     |      | BILGE KEELSON, Angles  |   |     |       |                             |                       |
| FLOORS, in Cell Double Bottoms   |     |      |                 |     |      | " Intercoastal Plate, for length                                 |   |     |       |                             |                       |
| " state if flanged (top and bottom)  |     |      |                 |     |      | " Attached to outside plating with Angle                         |   |     |       |                             |                       |
| " spacing of Solid   |     |      |                 |     |      | SIDE STRINGERS, Number IN E & B. SPACE                           |   |     |       |                             |                       |
| ENTRE GIRDER, in Double Bottom, depth & thickness  |     |      |                 |     |      | " Angle SINGLE   |   |     |       |                             |                       |
| " Angles, Top (DOUBLE)   |     |      |                 |     |      | " " Intercoastal Plate, for E & B. Ing.                          |   |     |       |                             |                       |
| " Bottom (SINGLE)  |     |      |                 |     |      | " Attached to outside plating with Angle                         |   |     |       |                             |                       |
| " to Floors (DOUBLE)   |     |      |                 |     |      | Awning or Shelter Deck Stringer Plates, breadth and thickness    |   |     |       |                             |                       |
| " Brackets at intermdt. frmg., width & thickness   |     |      |                 |     |      | " Angle on ditto   |   |     |       |                             |                       |
| DE GIRDERS, number and thickness   |     |      |                 |     |      | " Tie Plates, fore and aft, outside Hatchways                    |   |     |       |                             |                       |
| " state if flanged (top & bottom)  |     |      |                 |     |      | " Deck, * Iron or Steel, for PART Ing.                           |   |     |       |                             |                       |
| " Angles   |     |      |                 |     |      | " Wood Deck, Material & thickness                                |   |     |       |                             |                       |
| MARGIN PLATE, depth (exclusive of flange) and thickness  |     |      |                 |     |      | " Upper Deck Stringer Plate, breadth and thickness               |   |     |       |                             |                       |
| " Angles to outside plating  |     |      |                 |     |      | " Angles on ditto, No. ONE                                       |   |     |       |                             |                       |
| " to floors  |     |      |                 |     |      | " Tie Plates, outside Hatchways                                  |   |     |       |                             |                       |
| " Brackets at intermdt. frmg., width & thickness   |     |      |                 |     |      | " Deck, * Iron or Steel, for FULL Ing.                           |   |     |       |                             |                       |
| TANK Height of Brackets above at bilge   |     |      |                 |     |      | " Wood Deck, Material & thickness                                |   |     |       |                             |                       |
| UNDER-BOTTOM PLATING, breadth and thickness of Middle Line Strake  |     |      |                 |     |      | Second Deck Stringer Plates, breadth & thickness                 |   |     |       |                             |                       |
| " thickness in Engine and Boiler space   |     |      |                 |     |      | " Angles on ditto, No. ONE                                       |   |     |       |                             |                       |
| " Remainder in Holds   |     |      |                 |     |      | " Tie Plates, outside Hatchways                                  |   |     |       |                             |                       |
| AMS, Awning or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel  |     |      |                 |     |      | " Deck, * Material and thickness STEEL                           |   |     |       |                             |                       |
| " Spacing  |     |      |                 |     |      | Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness |   |     |       |                             |                       |
| AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel  |     |      |                 |     |      | " Angles on ditto, No.   |   |     |       |                             |                       |
| " Spacing  |     |      |                 |     |      | " Tie Plates, outside Hatchways                                  |   |     |       |                             |                       |
| AMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel   |     |      |                 |     |      | " Deck, Material and thickness                                   |   |     |       |                             |                       |
| " Angles on upper edge   |     |      |                 |     |      | Poop Deck Stringer Plate, breadth & thickness                    |   |     |       |                             |                       |
| " Spacing  |     |      |                 |     |      | " Angles on ditto  |   |     |       |                             |                       |
| AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel  |     |      |                 |     |      | " Tie Plates   |   |     |       |                             |                       |
| " Angles on upper edge   |     |      |                 |     |      | " Deck, Material and thickness                                   |   |     |       |                             |                       |
| " Spacing  |     |      |                 |     |      | Bridge Deck Stringer Plate, breadth & thickness                  |   |     |       |                             |                       |
| AMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel  |     |      |                 |     |      | " Angle on ditto   |   |     |       |                             |                       |
| " Angles on upper edge   |     |      |                 |     |      | " Tie Plates   |   |     |       |                             |                       |
| " Spacing  |     |      |                 |     |      | " Deck, Material and thickness                                   |   |     |       |                             |                       |
| AMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel  |     |      |                 |     |      | Forecastle Deck Stringer Plate, breadth & thickness              |   |     |       |                             |                       |
| " Angles on upper edge   |     |      |                 |     |      | " Angle on ditto   |   |     |       |                             |                       |
| " Spacing  |     |      |                 |     |      | " Tie Plates   |   |     |       |                             |                       |
|  |     |      |                 |     |      | " Deck, Material and thickness                                   |   |     |       |                             |                       |

| WEB FRAMES.   |  |  |  | Inches in Ship.                                    | Inches in Ship. | Inches per Rule. Or as Approved. | FORGINGS or CASTINGS.                  |  |  |  | Inches in Ship.     | Inches per Rule. Or as Approved. |  |  |  |                            |  |  |  |
|---|--|--|--|--|-----------------|----------------------------------|--|--|--|--|---------------------|----------------------------------|--|--|--|----------------------------|--|--|--|
| WEB-FRAMES, In Fore Body, No. and spacing   |  |  |  |  |                 |                                  | KEEL, Bar, depth and thickness         |  |  |  | FLAT PLATE.         |                                  |  |  |  |                            |  |  |  |
| " " brdth. & thickness  |  |  |  |  |                 |                                  | STEM, moulding and thickness           |  |  |  | CASTING AS PER PLAN |                                  |  |  |  |                            |  |  |  |
| WEB-FRAMES, In E. & B. Space, No. & spacing   |  |  |  |  |                 |                                  | STERN-POST for Rudder do. do.          |  |  |  | " " " "             |                                  |  |  |  |                            |  |  |  |
| " " brdth. & thickness  |  |  |  |  |                 |                                  | " for Propeller                        |  |  |  | " " " "             |                                  |  |  |  |                            |  |  |  |
| WEB-FRAMES, In After Body, No. and spacing  |  |  |  |  |                 |                                  | RUDDER-A X D* Table 22. Speed 17 knots |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| " " brdth. & thickness  |  |  |  |  |                 |                                  | " Main-Piece, diameter at head         |  |  |  | C.S. 8 1/2 8 1/2    |                                  |  |  |  |                            |  |  |  |
| " No. of Side Stringers   |  |  |  |  |                 |                                  | " " at heel                            |  |  |  | 6 1/2 6 1/2         |                                  |  |  |  |                            |  |  |  |
| Size of Face Angles to Web-Frames   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| BRACKET PLATES to Stringers between Web Frames, depth and thickness   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| BULKHEADS.  |  |  |  | Number.  | Thickness.      | STIFFENERS.                      | Single or Double Frames.               | Height up, state deck.                               |  |  |                     |                                  |  |  |  |                            |  |  |  |
| Vessel.   |  |  |  | Per Rule.  | Horizontal.     | Vertical.                        |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| W.T. BULKHEADS  |  |  |  | 133-140  | 28-30           | ANGLE 5/8 X 3/4 24               | SINGLE U.D.                            |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| 134   |  |  |  | 24-26  | 8 1/2 X 1 1/2   | SINGLE U.D.                      |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| 135   |  |  |  | 24   | "               | " " " "                          |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| 136   |  |  |  | 24   | "               | " " " "                          |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| 137   |  |  |  | 24   | "               | " " " "                          |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| 138   |  |  |  | 24   | "               | " " " "                          |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| 139   |  |  |  | 24   | "               | " " " "                          |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| 140   |  |  |  | 24   | "               | " " " "                          |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| " COLLISION "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| PARTITION "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| LONGITUDINAL "  |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| Are the outside Plates doubled two spaces of Frames in length?  |  |  |  | NO.  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| Are the Sluice Valves and Watertight Doors in efficient working order?  |  |  |  | YES.   |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| RUDDER, how constructed   |  |  |  | DOUBLE PLATES.                                     |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| " Thickness of Plates or Single Plate   |  |  |  | 25   |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| 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.? |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| CONSETT & CO. : SOUTH DURHAM. REDHEUGH.   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| Has the Steel been tested as required by the Rules?   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| YES.  |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| PLATING.  |  |  |  | RIVETING.  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| STRAKES.  |  |  |  | AS IN SHIP.  |                 |                                  |  | PER RULE OR AS APPROVED.                             |  |  |                     | EDGES, Ordinary or joggled?      |  |  |  | BUTTS.                     |  |  |  |
|   |  |  |  | AMIDSHIP.  |                 |                                  |  | AMIDSHIP.  |  |  |                     | ORDINARY                         |  |  |  |                            |  |  |  |
|   |  |  |  | Breadth. Thickness.                                |                 |                                  |  | Breadth. Thickness.                                  |  |  |                     | Single or Double.                |  |  |  | Breadth of Lap.            |  |  |  |
|   |  |  |  | Inches. Inches.                                    |                 |                                  |  | Inches. Inches.                                      |  |  |                     | Inches. Inches.                  |  |  |  | Inches. Inches.            |  |  |  |
| FLAT PLATE KEEL   |  |  |  | 48 37-37   |                 |                                  |  | 48 37-37   |  |  |                     | DOUBLE 4 1/2 3/4 3               |  |  |  | TREBLE 3/4 2 1/8 14 1/4 40 |  |  |  |
| (1/2 Bar Keel, state Riveting.)   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| GARBOARD OF A Strake  |  |  |  | 37 50-32 32  |                 |                                  |  | 37-32  |  |  |                     | 3/2 " "                          |  |  |  | DOUBLE " "                 |  |  |  |
| State actual thickness in way of Double Bottom.   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| B "   |  |  |  | 37 37 30   |                 |                                  |  | 37-30  |  |  |                     | " " " "                          |  |  |  | " " " "                    |  |  |  |
| C "   |  |  |  | 25 50 34   |                 |                                  |  | 25-34  |  |  |                     | SINGLE 2 1/4 5/8 2 1/2           |  |  |  | " 5/8 2 1/4                |  |  |  |
| D "   |  |  |  | 25 25 40   |                 |                                  |  | 25-40  |  |  |                     | " " " "                          |  |  |  | " " " "                    |  |  |  |
| E "   |  |  |  | 25 37 30   |                 |                                  |  | 25-30  |  |  |                     | " " " "                          |  |  |  | " " " "                    |  |  |  |
| U.D. SHEET "  |  |  |  | 25 30 35   |                 |                                  |  | 25-30  |  |  |                     | " " " "                          |  |  |  | " " " "                    |  |  |  |
| G "   |  |  |  | 25 30 25   |                 |                                  |  | 25   |  |  |                     | " " " "                          |  |  |  | " " " "                    |  |  |  |
| H "   |  |  |  | 25 30 18   |                 |                                  |  | 25   |  |  |                     | D & S. 3 1/2 2 1/4 " "           |  |  |  | " " " "                    |  |  |  |
| J "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| K "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| L "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| M "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| N "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| O "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| P "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| Q "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| R "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| S "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| T "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| U "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| V "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| W "   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| THICKNESS OF SHEET KEEL CLEAR OF LONG BRIDGE Do. OF STRAKE BELOW  |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| Do. OF Flat Plate Keel  |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| Sheerstrakes  |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| Length and thickness.   |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| POOP SIDES  |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| SHORT BRIDGE SIDES  |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| FORECASTLE SIDES  |  |  |  |  |                 |                                  |  |  |  |  |                     |                                  |  |  |  |                            |  |  |  |
| Anning or Shelter Deck Stringer Plate   |  |  |  | Butts, DOUBLE riveted for 3/4 7/8 length amidship. |                 |                                  |  | Butts of Side Stringers riveted.                     |  |  |                     | Tie Plates riveted.              |  |  |  | R.F. TANKS riveted.        |  |  |  |
| Upper Deck Stringer Plate   |  |  |  | Butts, DOUBLE riveted for FULL length amidship.    |                 |                                  |  | Inner Bottom Plating, riveting of Edges SINGLE Butts |  |  |                     |                                  |  |  |  |                            |  |  |  |

| EQUIPMENT No.   |  | LETTER                |   | 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 |
|   |  | Cwts.                 | qrs.  | lbs.      | Cwts.           | qrs.                           | lbs.    | Tons.                 | cwts.                    | qrs.                                       | lbs.             | Cwts.                     | qrs.                               | lbs.                           |                        |  |  |
| 22271   | 1st Bower  | 28                    | 2   | 14        | STOCKLESS       | 27                             | 11      | 3                     | 14                       | 28   | -                | -                         | -                                  | BYER'S STAINLESS               | ✓                      | S.D. 22-10-17 L. NIFFNER   |  |
| 22272   | 2nd "  | 28                    | 1   | 14        | "               | 27                             | 8       | 0                     | 14                       | 28   | -                | -                         | -                                  | "                              | ✓                      | "  |  |
|   | 3rd "  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                | ✓                      | "  |  |
| 25377   | Stream   | 57                    | -   | -         |                 |                                |         |                       |                          |  |                  |                           |                                    | ORDINARY W.I.                  | ✓                      | J.D. 15-1-21 D.O.W. 1921 9.10.7.)<br>2ND = 15-1-14 D.O.W. 1919 9.10.17.) |  |
|   | Kedge .....  | 4                     | 0   | 18        | 1               | 3                              | 4       | 9                     | 7                        | 0  | 21               | 4                         | -                                  | -                              | JOHN GREEN             | C.H. 6-6-17 S.C. BRILL   |  |
| CHAIN CABLES.   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Number of Certificate.  | Length and Size supplied.                                  | Test per Certificate. | WEIGHT OF CHAIN CABLE.  |           |                 | Fathoms and Size Per Table 31. |         | Description.          | Makers of Cable.         | Where and when tested, and Superintendent. | Material.        | Length and Size supplied. | Breaking Test of Steel Wire Ropes. | Fathoms and size per Table 31. |                        |  |  |
|   |  |                       | Supplied.   | Per Rule. | Fathoms.        | Inches.                        | Length. |                       |                          |  |                  |                           |                                    | Diameter.                      | Length.                | Circle.  |  |
| 65176   | 105 1/2  | 28 1/2                | 71-0-0  | 84-0-0    | 210             | 1 1/2                          | STEEL   | ✓                     | N. 6-12-17 H. GREEN      | ✓  | POWLINE          | 150                       | 1 1/2                              | G.S.W.                         | 150                    | 1 1/2  |  |
| 24292   | 105  | "                     | 88-1-7  | "         | "               | "                              | "       | ✓                     | C.H. 8-12-17 S. COPELAND | ✓  | HAWESERS & WARPS | 150                       | 2 1/2                              | "                              | 150                    | 2 1/2  |  |
| Iron Stream Chain or Steel Wire...  | 150  | 2 1/2                 | "   | "         | 150             | 2 1/2                          | G.S.W.  | ✓                     | "                        | ✓  | "                | 100                       | 1 1/2                              | MANILLA & 2 TAIL               | PIECES OF 40 FT EACH   | 4 1/2 WIRE   |  |
| Boats FOUR Steering Gear, Steam 8 Steering Gear, Hand DONKIN & CO'S   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Pumps, Number ONE DOWN  | Diameter of Barrel 5"                                      |                       | State whether they are in efficient working order YES         |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Windlass is CLARKE, CHIPMAN & CO'S STEAM, HORIZONTAL Capstan  |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Engine Room Skylights.—How constructed? STEEL PLATES & ANGLES   | What arrangements for deadlights in bad weather? BULLSEYES |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Coal Bunker Openings.—How constructed? FLUSH SCUTTLES   | How are lids secured? LOCKING                              |                       | Height above deck? FLUSH.                                     |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8  | SCUPPERS EACH SIDE: NO FREEING PORTS.                      |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Ceiling in Molds, thickness and material  | Cargo Battens, thickness and material                      |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Cargo Hatchways.—How formed?  | Hatches, If strong and efficient?                          |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| State size No. 1 Hatch (Forward)  | No. 2 Hatch  |                       | No. 3 Hatch   |           | No. 4 Hatch     |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch  |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Bulwarks, height above deck and description NONE  | Main Rail and Stays, material and size NONE                |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| The foregoing is a correct description.   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Builder's Signature (there only) J. P. Green  | Surveyor's Signature R. Langlands                          |                       | 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)   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| 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? NO   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| 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 VERY SATISFACTORY  |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Have all the gutterways 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 APPROVED PLANS (3 IN N°) FORWARDED HERewith ALSO WITH PLANS FORWARDED WITH 1ST ENTRY REPORTS OF SISTER VESSELS, WITH THE SECRETARY'S LETTERS, ALSO IN GENERAL CONFORMITY WITH THE SOCIETY'S RULES, AND IN ACCORDANCE WITH THE SPECIFICATION AND GUIDANCE PLANS RECEIVED FROM THE ADMIRALTY. |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| THE WORKMANSHIP AND MATERIALS ARE OF GOOD QUALITY.  |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| THIS VESSEL IS SIMILAR TO SAME BUILDERS NOS 917, 918, 919, 920, 926, 927 & 928 & TO SWAN, HUNTER & WIGHAM RICHARDSON'S NOS 1036, 1042 & 1044.   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| The Surveyor should state the Number of Report and Name of any Sister Vessel built or Yard Number of any building.  |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| The amount of Entry Fee ... £ : : Fees applied for, 18/5/19 London  |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Special Survey Fee ... £ 196 : 2 : 6 Received by me, 10.3.19 R.B.L.   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Travelling Expenses, if any £ : : Certificate to be sent to Newcastle Date of issue 26/3/19   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| State whether the Vessel has been built under Special Survey YES  |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| I am of opinion this Vessel should be Classed * A1 - FOR GOVERNMENT SERVICE   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| With, or without Freeboard, as condition of Class WITHOUT   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Committee's Minute TUE. 26 FEB. 1918  |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Character assigned for Government Service   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| Lloyd's Regd. Co.   |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| L.M. 62.18  |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
| L.D.  |  |                       |   |           |                 |                                |         |                       |                          |  |                  |                           |                                    |                                |                        |  |  |
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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. (COMPLETE SHELTER DECK)

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 should appear in the Register Book) 2 DKS (STL) & SHELTER DK (PT STL - W.S.)

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.

| Where Fitted.                             | *Length.<br>Feet.                  | Water Capacity.<br>Tons. | Where Fitted.   | *Length.<br>Feet. | Water Capacity.<br>Tons. |
|---|------------------------------------|--------------------------|---|-------------------|--------------------------|
| Double bottom, aft,                       |                                    |                          | Fore peak tank,   | 15.75             | 10.8                     |
| Double bottom, under Engines and Boilers, |                                    |                          | After peak tank,  | 19.25             | 27.4                     |
| Double bottom, if under Engines only,     |                                    |                          | Deep tank, aft, FOR P RES. FEED                             | 10.5              | 11.3                     |
| Double bottom, if under Boilers only,     |                                    |                          | Deep tank, forward, AFT " "                                 | 10.5              | 12.9                     |
| Double bottom, forward,                   |                                    |                          | Other tanks, if fitted, F.W.                                | 7.0               | 21.0                     |
|   | Total capacity of<br>double bottom |                          | (If necessary, furnish further information by sketch.) FEED |                   | 7.8                      |

\* 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. 4681

Date 8.3.1917

No. 929 in builder's yard.

DATES of Surveys held while building

1917  
Jul. 9. 12. 18. 23. Aug. 15. 20. 30. Sep. 13. 22. 27. Oct. 1. 12. 18. 22. 29. 31. Nov. 1. 2. 5. 6. 7. 8. 10.  
16. 26. 30. Dec. 6. 10. 19. 20. 24. 28. 1918  
Jan. 4. 8. 9. 11. 16. 18. 22. 24. 28. 30. 31. Feb. 1. 2. 4. 5. 6. 7.

Total No. of Visits 49

Surveyor's Signature

R. L. Langlands

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