

# With or Without Disconnected Erections.

# STEEL STEAMER.

WED. - 4 APR. 1917  
Received at London Office - 4 APR. 1917

Date of completion of report 14 March 1917. Port of Amsterdam No. 7285, a  
Survey held at Amsterdam Date, First Survey 19 April 1915 Last Survey 3 March 1917.

On the (State if Single, Twin, or Triple Screw) Steel Screw Steamer Tivulah  
CLASS 100 A1. Contemplated  
TONNAGE under 4945.58  
Tonnage Deck...  
Do. between Tonnage Dk. and 3rd and 4th Dk.  
Total under Upper Dk.  
Do. of Poop 186.33  
Do. of R.Q.Dk. 553.84  
Do. of Bridge House 99.29  
Do. of Forecastle 2.01  
Do. of excess of Hatchways 5786.81  
Do. above Crown of Engine Room...  
Gross Tonnage 5786.81  
Less Crew Space 264.50  
Less above Crown of Engine Room...  
TONNAGE FOR FEES... 5522.31  
Less Engine Room 1851.78  
Less Navigation Spaces 56.94  
Register Tonnage 3613.59  
as out on Beam...

Master A. W. la Rooy  
Year of appointment 191  
Built at Amsterdam  
When built 1915-17 Launched 11 October 1916  
By whom built Nederlandsche Scheepbouw maats.  
Owners Java, China, Japan, Lijn  
Managers Ditto  
(Where necessary to be entered in Reg. Book.)  
Residence Amsterdam  
Port belonging to Nataria

Destined Voyage East Indies If Surveyed while Building, Afloat, or in Dry Dock Building  
LENGTH on Deck 420 0 Feet. Inches. BREADTH 54 0 Moulded... DEPTH, ACTUAL - Top of Floors to top of Upper Dk. Beams 19 7/2 Feet. Inches. No. of Decks with flat laid two, three  
as per Rule... 420 0 Do. do. do. do. Second Dk. Beams 19 7/2 No. of Tiers of Beams 13  
Moulded depth, ft. 39 ins. 9 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 ins.  
Moulded depth, ft. 30 ins. 0 To Upper Dk.

FRAMING.				PILLARS.			
NAME, Angles, or Bars amidships	Inches in Ship.	Inches in Ship.	Inches in Ship.	PILLARS, In 'tween Deck, size and spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.
Do. in peaks	8	3 1/2	48	" Hold	4 1/8 x 4 1/8	as per	4 1/8 x 4 1/8
Do. in way of Double Bottoms at Solid Floors	10 1/2	3 1/2	54	" Quarter 'tween Dks.,	6 3/4 x 6 3/4	as per	6 3/4 x 6 3/4
Do. in way of Double Bottoms at intermdt. Bkts	7 1/2	3 1/2	44	" in Hold	5 1/2 x 5 1/2	as per	5 1/2 x 5 1/2
acing of Frames from centre to centre amidships	26	3 1/2	42	"	12 x 38 and 8 x 44	as per	12 x 38 and 8 x 44
" length to Collision bulkhead in peaks	24	3 1/2	42	"			
EVERSED FRAME, Angles, in Hold	4 1/2	4	50	"			
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	42	"			
Do. in way of Double Bottoms at intermdt. Bkts	2 1/2	3 1/2	42	"			
ACING, depth of girder	26	3 1/2	42	"			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	24	3 1/2	42	"			
in way of Engine and Boiler Spaces	26	3 1/2	42	"			
thickness at the ends of vessel	24	3 1/2	42	"			
depth at 1/2 the half breadth, as per Rule	26	3 1/2	42	"			
height extended at the Bilges	24	3 1/2	42	"			
FLOORS in Cell. Double Bottoms	43	40	36	"			
state if flanged (top & bottom)	43	40	36	"			
Spacing of Solid floors	44	42	44	"			
CENTRE GIRDER, in Dbl. bottom, dpth. & thkness.	44	42	44	"			
Angles, Top	4 1/2	4 1/2	50	"			
Bottom	4 1/2	4 1/2	50	"			
to Floors	3 1/2	3 1/2	42	"			
Brackets at intermdt. frmg., wdth & thkness	36	40	36	"			
TYPE GIRDERS, number on each side & thickness	Two	40	36	"			
state if flanged (top & bottom)	Two	40	36	"			
Angles (bottom)	3 1/2	3 1/2	42	"			
to Floors	3 1/2	3 1/2	42	"			
MARGIN PLATE, depth (exclusive of flange) and thickness	34	48	34	"			
Angle to Outside Plating	9	4	48	"			
Floors	3 1/2	3 1/2	42	"			
Brackets at intermdt. frmg., wdth & thkness	36	40	36	"			
Height of Outside Brackets above at bilge	26	16	26	"			
TER BOTTOM PLATING, breadth and thickness of Middle Line Strake	58	49	58	"			
in Engine and Boiler space	58	49	58	"			
Remainder in Holds	40	36	40	"			
AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3	42	"			
In way of Long Bridge	8	3	42	"			
Spacing	26	26	26	"			
AMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	5	46	"			
Spacing	26	26	26	"			
AMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	52	"			
Angles on upper edge	3 1/2	3 1/2	42	"			
Spacing	26	26	26	"			
AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7 1/2	3	46	"			
Angles on upper edge	3	3	46	"			
Spacing	26	26	26	"			
AMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3	42	"			
Angles on upper edge	3	3	42	"			
Spacing	26	26	26	"			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3	46	"			
Angles on upper edge	3	3	46	"			
Spacing	26	26	26	"			



WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches per Rule.	Inches per Rule.
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
" " " " brdth. & thickness				STEM, moulding and thickness			
" " " " No. of Side Stringers " "				STERN-POST for Rudder do. do.			
WEB-FRAMES, In E. & B. Space, No. & spacing				" " for Propeller			
" " " " brdth. & thickness				RUDDER—A x D* Table 22. Speed			
WEB-FRAMES, In After Body, No. and spacing				" " Main-Piece, diameter at head			
" " " " brdth. & thickness				" " " " at heel			
" " " " No. of Side Stringers " "							
" " " " Size of Face Angles to Web-Frames							
BRACKET PLATES to Stringers between							
Web Frames, depth and thickness							

BULKHEADS.				STIFFENERS.				RUDDER, how constructed			
Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.	Horizontal.	Vertical.	Height up.	Thickness of Plates or Single Plate	Can the Rudder be unshipped astoat?	Manufacturer's name or trade mark of the Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.	Has the Steel been tested as required by the Rules?
W.T. BULKHEADS	4	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN	1.10	Yes.	Chalmers & Co. Ltd. Glasgow.	Yes.
"	5	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	6	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	7	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	8	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	9	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	10	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	11	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	12	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	13	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	14	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	15	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	16	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	17	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	18	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	19	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	20	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	21	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	22	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	23	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	24	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	25	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	26	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	27	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	28	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	29	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	30	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	31	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	32	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	33	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	34	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	35	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	36	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	37	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	38	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	39	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	40	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	41	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	42	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	43	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	44	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	45	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	46	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	47	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	48	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	49	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	50	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	51	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	52	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	53	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	54	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	55	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	56	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	57	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	58	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	59	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	60	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	61	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	62	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	63	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	64	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	65	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	66	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	67	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	68	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	69	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	70	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	71	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	72	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	73	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	74	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	75	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	76	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	77	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	78	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	79	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	80	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	81	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	82	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	83	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	84	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	85	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	86	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	87	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	88	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	89	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	90	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	91	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	92	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	93	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	94	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	95	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	96	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	97	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	98	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	99	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.
"	100	36.34.30.26	PLAN	PLAN	PLAN	PLAN	PLAN			Chalmers & Co. Ltd. Glasgow.	Yes.

PLATING.				RIVETING.			
AS IN SHIP.				PER RULE OR AS APPROVED.			
STRAKES.				EDGES.			
AMIDSHIP.				BUTTS.			
FORWARD.				DOUBLE OR TREBLE AND FOR WHAT LENGTH.			
AFT.				RIVETS.			
Breadth.				Diam.			
Thickness.				Spacing.			
Inches.				Inches.			
Inches.				Inches.			
Inches.				Inches.			
Inches.				Inches.			
Inches.				Inches.			
Inches.				Inches.			
Inches.				Inches.			
Inches.				Inches.			
Inches.				Inches.			
Inches.				Inches.			



Coal & liquid fuel bunkers.

Bulkhead frame 102 plating .35 stiffeners  $L 9\frac{1}{2} \times 3\frac{1}{2} \times 52$  L  $6 \times 3\frac{1}{2} \times 40$  spaced 30"  
 " " " 111 m.d. Bunker .35 " "  $L 9\frac{1}{2} \times 3\frac{1}{2} \times 52$  L  $6 \times 3\frac{1}{2} \times 40$  " 30"  
 " " " 114 d.c. Bunker .35 " "  $L 9\frac{1}{2} \times 3\frac{1}{2} \times 52$  L  $6 \times 3\frac{1}{2} \times 40$  " 24"

Longitudinal Bulkheads plating .35 " "  $L 9\frac{1}{2} \times 3\frac{1}{2} \times 52$  L  $6 \times 3\frac{1}{2} \times 40$  " 26"

Horizontal Stiffeners on 18 x .40 face angles  $6 \times 4 \times .52$

Bulkheads " " 15 x .40 " "  $6 \times 4 \times .52$

" " " 15 x .40 " "  $6 \times 4 \times .52$

Horizontal Stringers on 14 x .40 and " "  $6 \times 4 \times .52$

Shellplating Lower deck stringer plate

Boundary bars  $6 \times 6 \times .54$

Washplate fitted on frames 107 and 110 as per plan

Brackets of Stiffeners and Stringers as per plan. double shell connections & frame spaces & each side of Bulkheads.

Deck angle and frame bracket deck angles  $3\frac{1}{2} \times 3\frac{1}{2} \times .48$

Riveting of bulkheads etc  $\frac{1}{4}$ " spaced 15" in edges of plating, in stiffeners  $5\frac{1}{4}$ " c to c

" " " Deckplating  $3\frac{1}{4}$ " rivets in Beams  $3\frac{1}{4}$ " buttlaps 3", Beams  $5\frac{1}{4}$ " c to c.

Gutter angles fitted in Stokehole tanktop and around Bulkheads in spare bunker tanktop to ensure proper drainage to the limbers or well in case of leakage.

Fuel bunkers tested with a head of water of 12 ft proved to be tight in every respect.

All bunkers & bottom tanks fitted with airpipes in order to exhaust the gases in open air.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 57.4 ft., R.Q.D. 1 ft., Bridge 144.15 ft., Forecastle 54.9 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 should appear in the Register Book) two tiers of beams, lower deck beams in Nos 1 & 3 hold & spare bunker. two steel decks, all weather decks sheathed with teak.

Official No. ; Signal Letters

State if Machinery is fitted aft

How are the surfaces preserved from oxidation? Inside Bitumastic, Cement & paint Outside Anti Corrosion & painting Compound

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

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	138.75	378	Fore peak tank,	14	104
Double bottom, under Engines and Boilers,	39.	146	After peak tank,	16	15
Double bottom, if under Engines only,	23.8	91	Deep tank, aft,	22.9	901
Double bottom, if under Boilers only,	15.15	54	Deep tank, forward,		
Double bottom, forward,	179.9	566	Other tanks, if fitted,		
	Total capacity of double bottom	1090	(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. 59  
 Date 8 April 1915  
 No. 146 in builder's yard.  
 DATES of Surveys held while building  
 19 April, 16, 30 June, 9, 11, 31 Aug, 2, 7, 17 Sept, 1, 13, 25 Oct, 3, 26, 29 Nov, 7, 13, 30 Dec, 1915. 4, 12, 14, 21, 25 Jan, 10, 14, 22 Feb, 7, 15, 18 March, 1 April, 1 May, 5, 15, 27 June, 19, 22, 26, 29 July, 1, 7, 10, 22, 25, 30, 31 Aug, 16, 20, 30 Sept, 7, 9, 11, 14, 17 Oct, 3, 14, 24 Nov, 4, 6, 7, 9, 20 Dec, 1916, 2, 5, 11, 19, 20 Jan, 9, 12, 14, 15, 24, 28 Feb, 2, 3 March 1917. Total No. of Visits 46.

Surveyor's Signature

Lloyd's Register Foundation