

With ~~or~~ Without

STEEL STEAMER.

Disconnected Erections.

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

Received at London Office *MON. JUN. 24 1923*

Date of completion of report *15th May 1923* Port of *Philadelphia* No. *4581*
Survey held at *Philadelphia* Date, First Survey *1st November 1922* Last Survey *7th May 1923*

On the (State if Single, Twin, or Triple Screw) *Single screw steamer* *ALAMEDA* (Yan N^o 497.) Rig *Schooner* (no sails).

TONNAGE under
Tonnage Deck... *6381.91*
Do. between Tonnage Dk. and 3rd and 4th Dk. *6381.91*
Total under Upper Dk. *6381.91*
Do. of Poop *310.92*
Do. of R. & L. Side Tanks *150.48*
Do. of Bridge House *133.89*
Do. of Forecastle *108.92*
Do. of Houses on Dk. *1.88*
Do. of excess of Hatchways *134.40*
Do. above Crown of Engine Room *7222.40*
Gross Tonnage *7222.40*
Less Crew Space
Less above Crown of Engine Room
TONNAGE FOR FEES...
Less Engine Room *1355.21*
Less Navigation Spaces *504.53*

CLASS *100A1*
Breadth (greatest moulded) *58.00*
Depth, at middle of length from top of keel to top of upper deck beams at side *33.33*
Transverse Number *91.33*
Length on deck from fore part of stem to after part of stern post *430.50*
Longitudinal Number *39319*
Depth "d," at middle of length (See Secs. 2 & 13) *21.2*
Proportions—Depths to Length—Upper Deck Beam at side to top of keel *12.92*
" " Long Bridge Deck Beam at side to top of keel *✓*

Master
Year of appointment *(1) As Master in service of owner of present vessel—191 (2) As Master of this vessel—191*
Built at *Philadelphia*
When built *1919* Launched *15 July 1919*
By whom built *W. Cramp & Sons S. & B. Bldg Co.*
Manager *W. Cramp & Sons Shipping Bldg Co.*
Owners *Arnold & Craig*
Managers *(Where necessary to be entered in Reg. Book.)*
Residence *Richmond Morris St. Philadelphia*
Port belonging to *Philadelphia*

Register Tonnage as cut on Beam *5362*

Destined Voyage *San Pedro Cal.* If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck as per Rule *430* Feet. *6* Inches. BREADTH Moulded *58* Feet. *0* Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *30* Feet. *4* Inches. No. of Decks with flat laid *Two*
Do. do. do. do. Second Dk. Beams *22* Feet. *4* Inches. No. of Tiers of Beams *Two*
Moulded depth, ft. *41* ins. *4* To Bridge Dk. Round of Upper *1.4* ins.
Moulded depth, ft. *33* ins. *3* To Upper Dk. Dk. Beam, Actual

FRAMING.						PILLARS.					
FRAME, Angles, or \square or \sqsubset Bars amidships						PILLARS In/tween Deck, size and spacing					
Do. in peaks	Angle	7	3 1/2	40	7 1/2	40	16 x 3 1/2 x 3 1/2	9 ft	6 x 3 1/2 x 3 1/2	9 ft	
Do. in way of Double Bottoms at Solid Floors		3 1/2	3 1/2	44	3 1/2	3 1/2					
" " at intermdt. Bkts.											
Spacing of Frames from centre to centre amidships											
" " " " from $\frac{1}{2}$ length to Collision bulkhead in peaks		34			34						
REVERSED FRAME, Angles in aft Pk.		3 1/2	3 1/2	40	3 1/2	3					
Do. in way of Double Bottoms at Solid Floors		3 1/2	3 1/2	54	3 1/2	3 1/2					
" " at intermdt. Bkts.											
FRAMING, depth of girder											
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships											
" " in way of Engine and Boiler Spaces											
" " thickness at the ends of vessel											
" " depth at $\frac{1}{2}$ the half breadth, as per Rule											
" " height extended at the Bilges											
FLOORS in Cell. Double Bottoms		31.5	52	54.42	31.5	52					
" " state if flanged (top & bottom)		20									
" " Spacing of Solid floors		31.5	52	54.42	31.5	52					
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss		60	62	65	60	62					
" " Angles, Top		3 1/2	3 1/2	52	3 1/2	52					
" " " Bottom		6	6	54	6	54					
" " " to Floors		3 1/2	3 1/2	44	3 1/2	44					
" " Brackets at intermdt. frmg., wdth & thcknss											
SIDE GIRDERS, number on each side & thcknss		On	42	54	On	42					
" " state if flanged (top and bottom)		20									
" " Angles (top and bottom)		3 1/2	3 1/2	54	3 1/2	54					
" " " to Floors		3 1/2	3 1/2	52	3 1/2	52					
MARGIN PLATE, depth (exclusive of flange) and thickness		4	4	60	4	60					
" " Angle to Outside Plating		3 1/2	3 1/2	54	3 1/2	54					
" " " Floors											
" " Brackets at intermdt. frmg., wdth & thcknss											
" " Height of Outside Brackets above at bilge											
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake		45		56	45	56					
" " " in Engine and Boiler space		56	55	52	56	55					
" " " Remainder in Holds		55	75	50	55	75					
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" " In way of Long Bridge											
" " Spacing											
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" " Spacing											
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" " Angles on upper edge											
" " Spacing											
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" " Angles on upper edge											
" " Spacing											
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" " Angles on upper edge											
" " Spacing											
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" " Angles on upper edge											
" " Spacing											
						KEELSONS & STRINGERS.					
						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate					
						Rider Plate					
						Flat Plate Keel Angles					
						Horizontal Plates on Floors					
						Angles or Bulb Angles					
						SIDE KEELSONS, Number					
						Angles or Bulb Angles					
						Plate above floors, for length					
						Intercostal Plate, for length					
						Attached to outside Plating with Angle					
						BILGE KEELSON, Angles					
						Intercostal Plate for length					
						Attached to outside Plating with Angle					
						SIDE STRINGERS, Number					
						Angle					
						Intercostal Plate, for length					
						Attached to outside plating with Angle					
						Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)					
						br'dth & thickness (in way of Bridge)					
						Angle (clear of Bridge)					
						Tie Plate at sides of Hatchways					
						Deck * Iron or Steel, for full lng.					
						Thickness (clear of Bridge)					
						(in way of Bridge)					
						Wood Deck, Material & thickness					
						Second Deck Stringer Plate, br'dth & thickness					
						Angles on ditto, No.					
						Tie Plates outside Hatchways					
						Deck * Iron or Steel, for full lng.					
						Wood Deck, Material & thickness					
						Third Deck Stringer Plate, br'dth & thickness					
						Angles on ditto, No.					
						Tie Plates, outside Hatchways					
						Deck * Material and thickness					
						Fourth and Fifth Deck Stringer Plate, breadth & thickness					
						Angles on ditto, No.					
						Tie Plates outside Hatchways					
						Deck, Material & thickness					
						Poop Deck Stringer Plate, breadth & thickness					
						Angle on ditto					
						Tie Plates					
						Deck, Material and thickness					
						Bridge Deck Stringer Plate, br'dth & thickness					
						Angle on ditto					
						Tie Plates					
						Deck, Material and thickness					
						Forecastle Deck Stringer Plate, br'dth & th'kns					
						Angle on ditto					
						Tie Plates					
						Deck, Material and thickness					

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

WEB FRAMES.				Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Ap.	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 Keel									
" " " brdth. & thickness								STEM, moulding and thickness		10 1/2 x 2 3/8	10 1/2 x 2 3/8								
" No. of Side Stringers " "								STERN-POST for Rudder do. do.		10 x 8 1/2	10 x 8 1/2								
WEB-FRAMES, In E. & B. Space, No. & spacing								" for Propeller		10 1/2 x 8 1/2	10 1/2 x 8 1/2								
" " " brdth. & thickness								RUDDER—A x D* Table 22. Speed 11 knots		175 x 44 = 77.5									
WEB-FRAMES, In After Body, No. and spacing								" Main-Piece, diameter at head		11 1/2	11 1/2								
" " " brdth. & thickness								" " " at heel		8 1/2	8 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.	RUDDER, how constructed											
	Vessel.	Per Rule.	Inches.	Horizontal. Size. Spacing.	Vertical. Size. Spacing.			Largest steel frame with single plate.											
W.T. BULKHEADS		15/16	3/16	16 x 3.5 x .50	30 x 3.5 x .50	56	56	Thickness of Plates or Single Plate 1.12											
								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.?											
" COLLISION "								Mild Steel open hearth											
PARTITION "								Phoenix Iron Co. & Lusk Iron Steel Co.											
LONGITUDINAL "																			
Are the outside Plates doubled two spaces of Frames in length? All tight & liners								Has the Steel been tested as required by the Rules? Yes by American Bureau of Verifiers											
Are the Sluice Valves and Watertight Doors in efficient working order? none																			
PLATING.								RIVETING.											
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		Lower EDGES, Ordinary or jogged?		BUTTS.									
		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		RIVETS.		STRAIPS.		IF LAPPED.					
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Feet.
FLAT PLATE KEEL.....		49	1.04	.72	.72	49	1.04	Double	6 3/4	1 1/2	3 1/2	Double	1 1/2	3 1/2	2 1/2	7.0			
(If Bar Keel, state Riveting.)																			
GARBOARD OR A Strake			.64	.48	.48		.64	do	5 1/4	3/8	3 1/2	Double	3/8	3 1/2			12		
State actual thickness in wa. of Double Bottom.			.64	.48	.56		.64	do	5 1/4	3/8	3 1/2	do	3/8	3 1/2			12		
B "			.64	.48	.56		.64	do	5 1/4	3/8	3 1/2	do	3/8	3 1/2			12		
C "			.64	.50	.56		.64	do	5 1/4	3/8	3 1/2	do	3/8	3 1/2			12		
D "			.64	.52	.62		.64	do	5 1/4	3/8	3 1/2	do	3/8	3 1/2			12		
E "			.64	.48	.48		.64	do	5 1/4	3/8	3 1/2	do	3/8	3 1/2			12		
F "			.64	.46	.48		.64	do	5 1/4	3/8	3 1/2	Double	3/8	3 1/2			9		
G "			.64	.62	.48		.64	do	5 1/4	3/8	3 1/2	do	3/8	3 1/2			9		
H "			.64	.62	.46		.64	do	5 1/4	3/8	3 1/2	do	3/8	3 1/2			9		
J "			.64	.46	.46		.64	do	5 1/4	3/8	3 1/2	do	3/8	3 1/2			9		
K "			.76	.44	.44		.76	do	6	1	3 1/2	Double	1	4			14		
L "		52	.90	.44	.44		.90	do	6 3/4	1 1/2	3 1/2	do	1 1/2	4 1/2			16		
M "			.42				.42	do	10	1	4	Double	3/4	2 1/2			5		
N "			.42				.42	do	2 1/2	3/4	3	do	3/4	2 1/2			5		
O "																			
P "																			
Q "																			
R "																			
S "																			
T "																			
U "																			
V "																			
W "																			
THICKNESS OF SHEERSTRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. OF FLAT PLATE KEEL		Sheerstrake increased to 1" 10' & Break & Doubled for 20' x 76' at Prop.																	
" Sheerstrakes Length and thickness.		Doubled for 20' x 76' at Prop.																	
POOP SIDES					.40		.40	Single	2 1/2	3/4	3	Double	3/4	2 1/2			5	full	
SHORT BRIDGE SIDES								do											
FORECASTLE SIDES				.42			.42	Single	2 1/2	3/4	3	Double	3/4	2 1/2			5	full	
* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.																			
Upper Deck		Butts, Double riveted for Oil Cargo Space length amidship.										Butts of Side Stringers		riveted.					
Stringer Plate		Straps, single, double or overlapped for full length amidship.										Tie Plates		riveted.					
Second Deck		Butts, Double riveted for Oil Cargo Space length amidship.										Inner Bottom Plating, riveting of Edges		Double Butts Double					
Stringer Plate		Straps, single or overlapped for full length amidship.										Centre Girder Butts, Double (Kaps) riveted.		Keelson Butts, riveted.					
												Frames, riveted through Plates with		in. Rivets, about apart.					
												Rivets, state whether Iron or Steel		Steel					
FRAMES extend in one length from Longitudinal System to State if ordinary or jogged																			
REVERSED FRAMES on floors and frames extend from State if ordinary or jogged																			
MASTS, SPARS, &c.																			
		Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.								
				At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.							
LOWER MASTS.....		Fore	42' 6"	26 x 48	26 x 48	24 x 31		Two			Single with Double	Double							
		Main	45' 0"	26 x 48	26 x 48	24 x 32		Two			do	do							
		Mizen																	
Bowsprit																			
Topmasts, Yards and Remainder of Spars																			
Rigging, Material and Size, Shrouds		3/4	Steel Wire Rope & Manila					Stays	3'	2 1/2'	Steel Rope								
Sails.		none	Suit of					Sails, and the following spare sails											

RETAIN

EQUIPMENT NO. 40962			LETTER 67			ANCHORS.			TONNAGE U. D. K. OR PLATING NO. FOR TRAWLERS		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK	WEIGHT OF STOCK	TEST, PER CERTIFICATE	WEIGHT REQUIRED BY TABLE 31.	Description of Anchor			Makers.	Where and when tested and Superintendent.	
7934	1st Bower	Cwts. 92 qrs. 1 lbs. 18	Stockless	64 0 0 0	72 2 0	Dunn Stockless			Amer. Steel	Checked 17 Dec 18 J.B. L.	
7559	2nd "	88 1 6	do	62 5 0 0	72 2 0	do			London	4 Sep 18 J.B. L.	
13	3rd "	76 1 10	do	57 0 0 0	62 0 0	Bald			Best anchor Co	13 Mch 19 J.B. L.	
	4th "	-	-	-	-	-			-	-	
	Collective weight.	257 0 6	-	-	207 0 0	-			-	-	
7528	Stream	25 2 34	do	25 8 0 14	20 2 0	Dunn			Amer. Steel	31 Aug 18 J.B. L.	
871	Kedge	12 3 12	do	14 15 0 0	-	National			Clev. Steel Co	Cleveland 19 July 19 A.B.S.	

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

1st Bower	Weight	92.1.18	Initials	J.B.L.	Cert	7934	Date	17 Dec 18
2nd "	"	88.1.6	"	J.B.S.	"	7559	"	4 Sep 18
3rd "	"	76.1.10	"	U.S. Navy	"	13	"	13 Mch 19
4th "	"		"		"		"	

CHAIN CABLES.													HAWSERS AND WARPS.							
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 31.			
Length.	Diam.	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	Length.	Cir.
2464.1507m																				
898A.15																				
1225A.15																				
303526.60																				
30357D.30																				
30348E.30																				
Iron Stream Chain																				
Steel Wire																				

Boats 4 lifeboats (225) Steering Gear, Steam Amer. Eng. Co. Steering Gear, Hand Am. Eng. Co.
Pumps, Number Hand Pump Committee to Suction in Forepeak & Forepeak Diameter of Barrel State whether they are in efficient working order Yes.
Windlass is American Engineering Co. Capstan Amer. Eng. Co.
Engine Room Skylights.—How constructed? Steel Plate & angle. What arrangements for deadlights in bad weather? Steel Slaps with bull's eyes.
Coal Bunker Openings.—How constructed? Steel Plate & angle. How are lids secured? Hatch bars Height above deck? 24" x 18".
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 12 pairs (32x18").
Ceiling in Holds, thickness and material None Cargo Battens, thickness and material None.
Cargo Hatchways.—How formed? Steel plates & angle. Hatches, If strong and efficient? 3' in Steel Plate.
State size No. 1 Hatch (Forward) 15.5x80 No. 2 Hatch 14.6x40 No. 3 Hatch 11.36x30 No. 4 Hatch 7.2x50.
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 2 fore & afters in No. 1 Hatch. None in remainder.
No. of Breasthooks 17. No. of Crutches Deep Floors.
Bulwarks, height above deck and description 42" steel Plate. Main Rail, material and size 6x32x40 Bull angle.
The foregoing is a correct description. Surveyor's Signature Octavio Harbitt.
Builder's Signature (here only) Wm. Leach & Sons Ship & Engine Building Co. Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) London M. 25 April 1923.
New York 1922. Nov 3, 6(3) 8, 17, 23, Dec 18, 21, 1923 Jan 4(2) Mch 12, Apr 10(2) 11, 13, 14, May 4.

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 faying surfaces? Holes punched small &reamed. Do any rivets break into or through the seams or butts of the plating? A few only.
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 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.) The scantlings of this vessel (which is a duplicate of the S.S. 'SUNOIL' Pl. Dpt. No. 2454) are in accordance with the approved plans of Midship Section and Profile, the official letters bearing upon the case, and in other respects as required by the Rules & Circulars for the Class contemplated.
The workmanship is good throughout.
The Cargo oil Tanks, Fuel oil Tanks, Copperdams, Water Ballast and Reserve Sea Water Tanks, including Forward & After Deck Tanks, have been tested under the pressures required by the Rules and found efficient.
Copies of the approved plans of Midship Section, End Sections and General Arrangement are forwarded herewith.

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built.

Freeboard Fee \$ 100.00	Fees applied for, May 16 1923	New York.
The amount of Entry Fee \$ 50.00	Received by me, 19.6.1923	Philadelphia
Special Survey Fee \$ 1210.00		Date of issue 15/6/23
Travelling Expenses, if any \$ 15.00		

State whether the Vessel has been built under Special Survey No
I am of opinion this Vessel should be Classed 100A1. Carrying petroleum in bulk.
With, or without Freeboard, as condition of Class Without
Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York MAY 22 1923
Character assigned 100A1.
Note Examined by Longit framing Arching off Elect light F.D. C.L.
Carrying Pet in bulk SS No 1-23 LMC-4-23 TS-4-23 Fitted for oil fuel 19 F.P. above 150°F
S.O. 21/6/23

The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built.

S. S. "ALAMEDA."
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spacing	Inches.	Number.	Diameter.	
																			Inches.	
Framing of \perp , \perp or \perp																				
Frames in Bridge 'tween Decks ...			6	2.8	31	6	2.8	31	6	2.8	31	6	2.8	31	7	54				
Frames from Uppermost Continuous Deck No. 1			6	3.5	35	6	3.5	35	6	3.5	35	6	3.5	35	7	54		8	3	
" 2			6	3.5	35	6	3.5	35	6	3.5	35	6	3.5	35	7	54		8	3	
" 3			7	3.4	40	7	3.4	40	7	3.4	40	7	3.4	40	7	54		10	3	
" 4			7	3.4	43	7	3.4	43	7	3.4	43	7	3.4	43	7	54		10	3	
" 5			8	3.45	41.5	8	3.45	41.5	8	3.45	41.5	8	3.45	41.5	7	54	4 for 10 Rivets.	10	3	
" 6			8	3.45	44	8	3.45	44	8	3.45	44	8	3.45	44	7	54	4 - 10	10	3	
" 7			10	3.5	50	10	3.5	50	10	3.5	50	10	3.5	50	7	54	4 - 10	14	3	
" 8			10	3.5	50	10	3.5	50	10	3.5	50	10	3.5	50	7	54	3.5 - 9	14	3	
" 9			10	3.5	50	10	3.5	50	10	3.5	50	10	3.5	50	7	54	3.5 - 9	14	3	
" 10			10	3.5	50	10	3.5	50	10	3.5	50	10	3.5	50	7	54	3.5 - 9	14	3	
" 11			12	3.88	57	12	3.88	57	12	3.88	57	12	3.88	57	7	54	3.8 - 11	16	3	
" 12			12	3.88	57	12	3.88	57	12	3.88	57	12	3.88	57	7	54	3.8 - 11	16	3	
" 13			12	3.93	63	12	3.93	63	12	3.93	63	12	3.93	63	7	54	3.8 - 11	16	3	
" 14			Backing Angle 3.5 x 3.5 x 44 fitted to Shell Longitudinals from frame 4 to 18.																	
" 15			from Keel to upper turn of bilge																	
" 16			-																	
Spacing of Longitudinal Frames			29 x 30			29 x 30			29 x 30			29 x 30			-			-		
Amidships			29 x 30			29 x 30			29 x 30			29 x 30			-			-		
At Ends			29 x 30			29 x 30			29 x 30			29 x 30			-			-		
Double Bottoms			-			6 3.68 35.5			-			6 3.68 35.5			3 4 8			-		
Tank Top Longitudinals			-			6 3.5 35			-			6 3.5 35			7 4 8			-		
Bottom			-			-			-			-			-			-		
Spacing of Longitudinals			-			-			-			-			-			-		
At Ends			-			30			-			30			-			-		
Transverses.			15 - 38			15 - 38			15 - 38			15 - 38			-			-		
In Bridge			4 3 42			4 3 42			4 3 42			4 3 42			-			-		
'tween Decks			3.5 3.5 38			3.5 3.5 38			3.5 3.5 38			3.5 3.5 38			7 4			-		
Lugs to Shell*			-			-			-			-			-			-		
In Awning, Shelter or Upper 'tween Decks.			15 - 40			15 - 40			15 - 40			15 - 40			-			-		
Depth and Thickness			4 3.5 42			4 3.5 42			4 3.5 42			4 3.5 42			-			-		
Face Angles			3.5 3.5 42			3.5 3.5 42			3.5 3.5 42			3.5 3.5 42			7 4			-		
Lugs to Shell*			-			-			-			-			-			-		
Depth and Thickness			33 - 46			33 - 46			33 - 46			33 - 46			-			-		
Face Angles			6 4 74			6 4 74			6 4 74			6 4 74			-			-		
Lugs to Shell*			3.5 3.5 44			3.5 3.5 44			3.5 3.5 44			3.5 3.5 44			7 4			-		
Brackets			-			-			-			-			-			-		
Spacing of Transverse Frames			9 ft.			7 ft. 2 in.			9 ft.			7 ft. 2 in.			-			-		
* State if joggled or liners.			Liners.																	
Longitudinal Beams of \perp , \perp or \perp			Bridge Deck ...			6 2.8 31			6 2.8 31			-			36			Transverse Beams.		
			Awg.or Shltr.Dk.			-			-			-			-			-		
			Upper			6 3.5 35			6 3.5 35			6 3.5 35			33			-		
			Second			6 3.5 41			6 3.5 41			6 3.5 41			30			-		
			Third			-			-			-			-			-		

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 116.2 ft., R.Q.D. ✓ ft., Bridge 36.0 ft., Forecastle 49.3 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (*this information is to be given as it should appear in the Register Book*) 2 decks Steel
Official No. 218904; Signal Letters LSTW. State if Machinery is fitted aft Yes
How are the surfaces preserved from oxidation? Inside Portland Cement, Bituminous Cement & Paint Outside Paint

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

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	—	—	Fore peak tank,	—	246 ✓
Double bottom, under Engines and Boilers,	—	—	After peak tank,	—	49 ✓
Double bottom, if under Engines only,	26 ✓	84.3 ✓	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	34.7 ✓	150.0 ✓	Deep tank, forward,	—	—
Double bottom, forward,	—	—	Other tanks, if fitted,	—	—
	Total capacity of double bottom	234.3	(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. _____

Date 3 Nov^r 1922

No. 497 in builder's yard.

DATES of Surveys held while building cladding

1922. Nov 1. 15. 22 Dec 1. 4. 6. 7. 11. 15. 19. 22. 27

1923 Jan 3. 5. 9. 15. 16. 18. 19 Feb 7. 15. Mar 14. 15 Apr 4

10. 11. 17. 23. 26 May 7.

Total No. of Visits 36

Surveyor's Signature

Octavio Harbelle

Total No. of Visits